

DARTFORD LOCAL PLAN

Spatial Strategy Topic Paper

December 2021

DARTFORD
BOROUGH COUNCIL

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1 PURPOSE

- 1.1 Dartford Borough Council has produced a series of Topic Papers to support the Submission Dartford Local Plan 2021¹. This follows the publication of Pre-Submission (Publication) Local Plans² in February and September 2021. The Publication Local Plan was informed by previous consultations on the Local Plan in January 2020 (Preferred Options) and June 2018 (Strategic Issues)³.
- 1.2 The purpose of the five Topic Papers is to bring together relevant national planning policy and local evidence to justify the policies in the Submission Dartford Local Plan (referred to in this topic paper as the Local Plan).
- 1.3 This topic paper relates to many of the strategic policies in the Local Plan. Specifically it covers the Spatial Strategy, strategic development locations and the related policies. It sets out relevant information in relation to the following policies in the Local Plan:

Strategic Policies:

- S1 Borough Spatial Strategy (parts 1-6, 9, 10 only)*
- D1 Central Dartford Strategy
- D2 Central Dartford Development Principles
- D4 Westgate Allocation
- D5 East of Lowfield Street Allocation
- D6 Priory Centre Allocation
- D7 Station Surrounds/ River Darent Area
- E1 Ebbsfleet and Swanscombe Strategy
- E2 Ebbsfleet Garden City Development Principles
- E3 Swanscombe
- E4 Ebbsfleet Central Allocation
- E5 Alkerden and Ashmere Allocation
- E6 Area North of London Road, Swanscombe

Development Management Policies:

- M9 Sustainable Housing Locations
- M13 Green Belt

* parts 7-8 of the policy are addressed in the Business and Retail Topic Paper

- 1.4 The Borough Spatial Strategy set out in policy S1 focusses development towards brownfield land and sites with good access to public transport, walking and cycling within the urban area identified in Diagram 1: Key Diagram. It specifically refers to the housing land supply and, in this respect, policy M9 (Sustainable Housing Locations) is also relevant. It identifies Central Dartford and Ebbsfleet Garden City as growth locations – see further information below. The policy also seeks to maintain the openness and permanence of the Green Belt in the south of the Borough and at Dartford Marshes. The plan does not include any strategic release of Green Belt land though some small areas are proposed for release to help meet the needs for gypsies

¹ under section 20(1) of the Planning and Compulsory Purchase Act 2004

² under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012

³ under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

and travellers. Policy M13 sets out the approach towards dealing with proposals for development in the Green Belt.

- 1.5 As specified in paragraph 3.18 of the Local Plan, Central Dartford comprises the town centre boundary shown in Diagram 4 and the area policy in Diagram 9 (Station Surrounds/ River Darent Area). Policies D1-D7 will specifically apply to Central Dartford, and these are addressed in this Paper (with the exception of policy D3 which is addressed in the Business and Retail Topic Paper). These cover the strategy, development principles, three strategic allocations and a broad area for potential future development.
- 1.6 The part of Ebbsfleet Garden City within Dartford Borough is shown in Diagram 1: Key Diagram and Diagram 10: Ebbsfleet as a Garden City. It should be noted that the Garden City straddles the boundaries with Gravesham Borough. Policies E1, E2, E4, E5 and E6 will be applicable to proposals coming forward in the Garden City within Dartford Borough. These cover the strategy, development principles, two strategic allocations and a broad area for potential future development. In addition and in recognition of the fact that the existing settlement of Swanscombe is not within Ebbsfleet Garden City but is close to developments taking place there, the strategy set out in policy E1 also applies to Swanscombe and policy E3 specifically relates to this settlement.
- 1.7 The purpose of these policies is to deliver the Strategic Objectives set out in paragraph 2.2 of the Local Plan. The Strategic Objectives of most relevance to the Spatial Strategy include:
 - W1:** Achieving cohesive, safe, walkable and attractive neighbourhoods, with a real sense of place and vitality that reflects the area's heritage and potential, and whose residents enjoy a choice of homes suited to their needs and easy access to local everyday facilities, including education and healthcare.
 - W2:** Improving health and wellbeing, and air quality arising from congestion, through reducing the need to travel by private vehicle, particularly by retaining and providing jobs, services, shops, community facilities and open space at suitable locations close to residential areas and where good public transport services are within easy walking distance.
 - I1:** Continuing urban regeneration through optimising the re-use of accessible and suitable brownfield land primarily within the north of the Borough to meet future local housing and employment needs, and delivering new infrastructure for travel, schools/ skills, health, and other local services.
 - I3:** Achieving a vibrant Dartford Town Centre with an attractive public realm in an enjoyable and accessible environment, new residential communities, improved connections and services, and a flourishing day and evening economy with an enticing cultural, retail and leisure offer.
 - G1:** Protecting Green Belt land to maintain a distinct and enduring open environment for the Borough and the positive setting of Dartford's villages and rural heritage assets, retaining overall countryside character and openness of the Green Belt.

- 1.8 Part 2 of this topic paper sets out the relevant parts of national planning policy which relate to policies S1, M9 and M13. The outcomes of the Sustainability Appraisal for the spatial strategy and pattern of development at different stages of the plan process are set out in part 3 of the topic paper. The relationship with existing policy and local evidence to justify the various policies are dealt with in parts 4 (overall strategy), 5 (Central Dartford) and 6 (Ebbsfleet and Swanscombe).

2 NATIONAL PLANNING POLICY

- 2.1 Chapters 2 'Achieving sustainable development', 11 'Making effective use of land' and 13 'Protecting Green Belt land' are the key areas of the National Planning Policy Framework (NPPF) relating to the spatial strategy though a few other parts of the NPPF are also relevant to the text in policy S1 (Borough Spatial Strategy). Table 1 outlines the key NPPF requirements in relation to the spatial strategy and provides a corresponding reference to the relevant part of Local Plan policy S1 (except parts 7-8) and related policies M9 (Sustainable Housing Locations) and M13 (Green Belt) that achieve the requirement. Policies D1-D7 and E1-E6 are not extensively referred to in the table as they are the detailed policies and allocations for Central Dartford and Ebbsfleet and Swanscombe respectively which stem from the overall strategy set out in policy S1. The table demonstrates that the spatial strategy approach set out in policy S1 (and supplemented by policies M9 and M13 in particular) are in accordance with the NPPF.

Table 1: NPPF Paragraph and Relevant Policy

NPPF Paragraph	Strategic Plan Policy
<p>11(a) Promote a sustainable pattern of development</p> <p>23 Strategic policies should provide a clear strategy for bringing forward sufficient land to meet needs.</p> <p>73 Large numbers of new homes can often be best achieved through planning for larger scale development with suitable locations identified to meet needs in a sustainable way.</p> <p>105 Focus significant development on sustainable locations through limiting the need to travel and offering a genuine choice of transport modes</p>	<p>The approach set out in S1 is to focus development at planned locations, in particular at strategic allocations and in the growth locations of Central Dartford and Ebbsfleet Garden City as well as on brownfield, accessible sites identified in the urban area. It seeks to protect the Green Belt and allow developments within villages where these are proportionate. This approach will ensure that a sustainable pattern of development comes forward in the Borough which limits the need to travel and offers a genuine choice of transport modes.</p> <p>M9:1 sets out a positive approach towards residential development in Central Dartford, Ebbsfleet, Swanscombe and at sites identified in the housing land supply which accords with the sustainable pattern of development advocated in policy S1.</p> <p>M9:2 seeks to ensure that unplanned windfall residential development is sustainably located and includes a number of relevant criteria that proposals for larger development have to meet.</p>
<p>69 Requirement to identify small and medium sized sites.</p>	<p>M9:1 promotes residential development at sites in the identified housing land supply (a majority of which are small) and it includes land consistent with spatial strategy policy S1:10.</p> <p>M9:1 also plans for residential sites located within Central Dartford and Ebbsfleet and Swanscombe.</p>

NPPF Paragraph	Strategic Plan Policy
	M9:2 supports residential developments of less than five dwellings where the benefits outweigh the disbenefits.
119 Make effective use of land, making as much use as possible of previously-developed or brownfield land	<p>S1:1 focusses development at planned locations to secure brownfield land re-use, amongst other things.</p> <p>S1:2 directs development to brownfield land not within the Green Belt.</p> <p>S1:2 and 3 refer to directing growth and development at the strategic allocations and the growth locations of Central Dartford and Ebbsfleet Garden City. These areas contain many brownfield land sites.</p> <p>M9:2 seeks to ensure that larger unplanned windfall residential development is located on brownfield land unless the Council does not have a five year supply of deliverable housing land.</p>
137-146 Green Belt purpose and extent	<p>S1:9 and M13:1 reflect the need to maintain the openness and permanence of the Metropolitan Green Belt.</p> <p>The general approach set out in S1 and the Policies Map Changes show that the Council has not identified any exceptional circumstances to justify any strategic release of the Green Belt though the Housing Policies Topic Paper addresses the small scale release of Green Belt to provide gypsy and traveller pitches.</p>
147-151 Proposals affecting the Green Belt	M13:1-9 and 11-14 set out the criteria for considering proposals located within the Green Belt in accordance with national policy.
174 Recognise the benefits of the best and most versatile agricultural land	M13:10 requires development not to result in the loss of the best and most versatile agricultural land.
185 Maintain and enhance biodiversity sites and networks	S1:5 seeks to protect designated sites of biodiversity value and seeks improvements to ecological sites and networks.
189 Conserve heritage assets	S1:4 sets out the need to conserve and enhance heritage assets.

3 SUSTAINABILITY APPRAISAL OUTCOMES

- 3.1 Sustainability Appraisal (SA) has been carried out at the Preferred Options and Publication stages of the Local Plan process (Preferred Options, first Publication Local Plan and second Publication Local Plan). The results have informed the spatial strategy taken forward in the plan.

Local Plan Preferred Options January 2020

- 3.2 At the Local Plan Preferred Options stage (chapter 4 of the document), the Council set out a number of main plan options and a preferred option for a number of topic areas including:
- Brownfield land
 - Dartford Town Centre
 - Ebbsfleet Central Area
 - Swanscombe Peninsula
 - Transport
- 3.3 The Appendix in the Preferred Options consultation document also identified different land use options for strategic sites including:
- Ebbsfleet Central
 - Hythe Street/ Kent Road (Westgate site)
- 3.4 The Local Plan Preferred Options (Chapter 5) set out the preferred policy approach in relation to a number of themes including:
- Pattern of development and Green Belt in the Borough
 - Development delivery and housing location criteria
 - Town centres and retailing
 - Ebbsfleet Garden City
- 3.5 Chapter 4 and Appendix C of the SA show the appraisals for each option and set out the Council's reasons for taking forward the preferred options.
- 3.6 It should also be noted that the SA considered an additional option in relation to brownfield land that was not included as an option in the Local Plan Preferred Options document. This was in respect of rejecting a brownfield land focus and favouring a more dispersed pattern of development that may include locations within the Green Belt. Paragraph 4.109 of the SA makes clear that this is because such an option would not comply with the NPPF which requires exceptional circumstances to be fully evidenced and justified before Green Belt boundaries can be altered and that no such exceptional circumstances have been identified for the Borough.
- 3.7 In relation to the main plan options relevant to the spatial strategy and the Ebbsfleet Central and Hythe Street/ Kent Road (Westgate) strategic sites, the Council's preferred option was the one which performed best in the SA.
- 3.8 As indicated in Appendix C of the SA (see SA pages 351-355, 357-363), whilst a number of positive SA effects were recorded for the preferred policy approaches for the relevant themes, there were also negative and uncertain effects recorded under a number of the SA objectives. The Council did not consider that any of the results necessitated any changes in policy direction and the preferred approaches set out in

the Local Plan Preferred Options have largely been taken forward into the policies and allocations contained in the Publication Local Plan.

Publication Local Plan February 2021 and September 2021

- 3.9 Chapter 5 of the SA sets out the appraisal results for each policy. The table of scores for policy S1 is included as table 2 below. The full results can be found on pages 104-109 of the Sustainability Appraisal. A full key of the symbols used in the SA can be found at appendix 1 and a brief description is provided below table 2.

Table 2: Policy S1 Sustainability Appraisal Scores

SA objective	S1
1. To ensure that everyone has the opportunity to live in a decent home.	++
2. To ensure ready access to essential services and facilities for all residents.	++/-
3. To strengthen community cohesion.	+
4. To improve the population's health and reduce inequalities.	++/-
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	++
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	++/-
7. To conserve the Borough's mineral resources.	-
8. To conserve the Borough's soils.	++/-?
9. To maintain and improve the quality of the Borough's waters.	-
10. To reduce air pollution and ensure improvements in air quality.	++/--
11. To avoid and mitigate flood risk.	--?
12. To minimise the Borough's contribution to climate change.	++/-
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	++/-
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	--/+?
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	+/-

KEY:

++	significant positive effect
++/-	significant positive and minor negative effects
+	minor positive effect
-	minor negative effect
--/+	significant negative and minor positive effects
--	significant negative effect
?	effect is uncertain
+/-	an equal mixture of minor positive and minor negative effects
++/--	an equal mixture of significant positive and negative effects

- 3.10 As can be seen, it is clear that the spatial strategy policy has many positive effects when assessed against the SA objectives, particularly in terms of ensuring that everyone has the opportunity to live in a decent home (SA objective 1), strengthening community cohesion (SA objective 3) and facilitating a sustainable and growing economy and a vital and viable town centre (SA objective 5).
- 3.11 In the case of some objectives, the spatial strategy has the potential for negative as well as positive effects which largely relate to: potential impacts on services (SA objectives 2 and 4); the fact that some trips from new development will be made by private vehicles with resultant impacts on air quality (SA objectives 6, 10 and 12); and the potential impacts of development on wildlife habitats/ green areas/ landscape (SA objectives 13 and 15). There are also potential negative impacts on mineral safeguarding zones, groundwater source protection zones and risks of flooding (SA objectives 7, 9 and 11).
- 3.12 It is also appropriate to consider the SA objectives relevant to the spatial strategy and the assessment of the likely cumulative effects of the plan's policies on these. The cumulative impacts are assessed in full in Chapter 6 of the SA but the table of scores for these is included in Appendix 1 of this paper. All of the SA objectives are applicable to the Borough Spatial Strategy. As can be seen from the table of scores, most of the likely cumulative effects are minor positive or positive. However, a number also have minor negative effects and an overall minor negative effect is recorded for the conservation of mineral resources. The SA includes recommendations in this regard to which the Council responded and made some amendments to the Local Plan to address them.

4 POLICIES S1 (PART), M9 AND M13 OVERALL STRATEGY

Relationship with existing policy

- 4.1 Table 3 shows the relevant text from part of proposed policy S1 (Borough Spatial Strategy) and relates these to the relevant parts of policies from the existing adopted Core Strategy 2011 and Development Policies Plan 2017. It also summarises the contents of policies M9 (Sustainable Housing Locations) and M13 (Green Belt) and briefly indicates the existing policies that they are proposed to replace. Figures 1 and 2 show the proposed Key Diagram and the existing Core Strategy Key Diagram respectively.
- 4.2 The spatial approach in the Submission Local Plan is largely a continuation of the approach set out in the Core Strategy. It continues to focus development on brownfield land not within the Green Belt and sites with good access by public transport and walking/ cycling. This supports development at sustainable locations in the urban area in the north of the Borough, and protects the Green Belt in the south of the Borough and at Dartford Marshes. Criteria 9 and 10 in proposed policy S1 address the principles of development in the non-urban area of the Borough.
- 4.3 Policy S1 of the Core Strategy previously identified three sizeable priority areas which covered large swathes of the urban area: Dartford town centre and Northern Gateway; Ebbsfleet to Stone; and The Thames Waterfront. This approach has been refined in the Local Plan by focusing more closely on the two growth locations of Central Dartford and Ebbsfleet Garden City. This forms part of the overall spatial strategy which directs development towards sustainable locations as part of continued regeneration in the urban north of the Borough. This approach of focusing development on the two priority locations takes into account the substantial development which has already taken place in some of the previously identified broad priority areas (including in particular the build out of Thames Waterfront sites), and the fact that there are some significant extant planning permissions in those previous broad areas that will come forward over the plan period. Comparison of Figures 1 and 2, the proposed and existing Key Diagrams, illustrates this. Overall it can be seen there is now an advanced spatial strategy with very clear priorities for all areas, featuring Central Dartford and Ebbsfleet Garden City. Economic development locations are now shown on the Key Diagram and Borough-wide. The Key diagram also recognises the settlements inset from the Green Belt.

Table 3: Proposed and Existing Policies

Proposed Policy	Existing Policy
S1:1: Borough Spatial Strategy Sustainable development will occur at planned locations in the Borough to meet assessed needs, securing new infrastructure provision and brownfield land re-use, creating neighbourhoods resilient and adaptive to climate change. Development should provide a diverse and complementary balance of uses and	CS1:1 promotes sustainable patterns of development and protects less appropriate areas from development.

Proposed Policy	Existing Policy
services within settlements, and minimise the necessity to travel by private vehicles.	
<p>S1:2: Borough Spatial Strategy Growth will be located at strategic allocations, sites in the identified housing land supply, and in line with the economic strategy. Development is directed to:</p> <ul style="list-style-type: none"> a) brownfield land not within the Green Belt; and b) sites with good access by public transport and walking/ cycling to a range of local supporting services/ infrastructure. 	CS1:1 focusses growth in three priority areas. Diagrams 3, 4, 5 and 6 identify the strategic sites and key development sites within these.
<p>S1:3: Borough Spatial Strategy The overriding priority for development in the Borough is at:</p> <ul style="list-style-type: none"> a) Central Dartford; and b) Ebbsfleet Garden City <p>These growth locations will be regenerated with the provision of new and improved infrastructure and strategic mixed use development.</p>	<p>CS1:1a includes Dartford Town Centre & Northern Gateway as a priority area which involve revitalising the town centre and redeveloping redundant land to create a mixed community.</p> <p>CS1:1b identifies the Ebbsfleet to Stone priority area for development to bring back former chalk quarries into productive use.</p>
<p>S1:4: Borough Spatial Strategy</p> <p>Heritage assets will be conserved and enhanced in a manner appropriate to their significance.</p>	DP12 and DP13 conserve designated and non-designated heritage assets.
<p>S1:5: Borough Spatial Strategy</p> <p>Designated sites of biodiversity value will be protected, and improvement of ecological sites and networks maximised.</p>	CS14:1e and DP25:1-4 protect ecological sites and features.
<p>S1:6: Borough Spatial Strategy</p> <p><u>Urban Area Principles</u></p> <p>The Urban Area is defined as the area to the north of the A2 and outside the Green Belt. Within this area, complementary to strategic growth at Central Dartford and Ebbsfleet Garden City, developments with permission will be completed and additional development will occur at the Urban Area neighbourhoods of Dartford, Stone, Greenhithe and Swanscombe. This will include:</p> <ul style="list-style-type: none"> a) Residential development at sites in the identified housing land supply; 	Whilst the Core Strategy did not set out a specific definition or approach towards the urban area, it should be noted that it was written and adopted when the South East Plan was in place. Para 2.7 made clear that the strategy focussed on large mixed use developments in the urban part of Dartford, north of the A2. This approach was subsequently taken forward through policies CS1-CS6.

Proposed Policy	Existing Policy
<ul style="list-style-type: none"> b) Provision of infrastructure, including for education and health facilities, and improvements to walking and cycling links, railway stations and the bus/ Fastrack networks; c) Provision or enhancement of Green and Blue Infrastructure and Green Grid links; d) Protection of shops and services at identified District and Local centres; and improvement of the quality of their environment where opportunities arise; and e) Enhancements to the Rivers Thames and Darent for outdoor recreation, small scale river related leisure uses, walking and cycling, and ecology, where possible. 	
<p>S1:9 and S1:10: Borough Spatial Strategy</p> <p><u>Non-Urban Area Principles</u></p> <p>The openness and permanence of the Metropolitan Green Belt in the south of the Borough and at Dartford Marshes will be maintained. Development will only occur where in full accordance with Green Belt policies.</p> <p>Any residential or other development within the Borough's villages will be of proportionate scale and on non-Green Belt land.</p>	<p>Policy CS13:1a, DP22:1 and the Policies map maintain the openness and permanence of the Green Belt.</p>
<p>M9: Sustainable Housing Locations</p> <p>Sets out the circumstances where residential development will be permitted, referring to sites in Central Dartford, Ebbsfleet and the identified housing land supply</p> <p>Includes criteria for the proposals for unplanned windfall development</p>	<p>DP6:1 previously set out that SHLAA sites would be suitable for residential development</p> <p>CS10: 4 and DP6:2 previously set out the criteria for unplanned windfall development</p>
<p>M13: Green Belt</p> <p>Sets out the approach towards development in the Green Belt</p> <p>Protects agricultural land and soils</p>	<p>DP22:1-8,12-15 set out similar criteria to those now included within M13</p> <p>DP22:9 is similar to text now included within M13:10</p>

Figure 1: Proposed Key Diagram (Submission Local Plan Diagram 1)

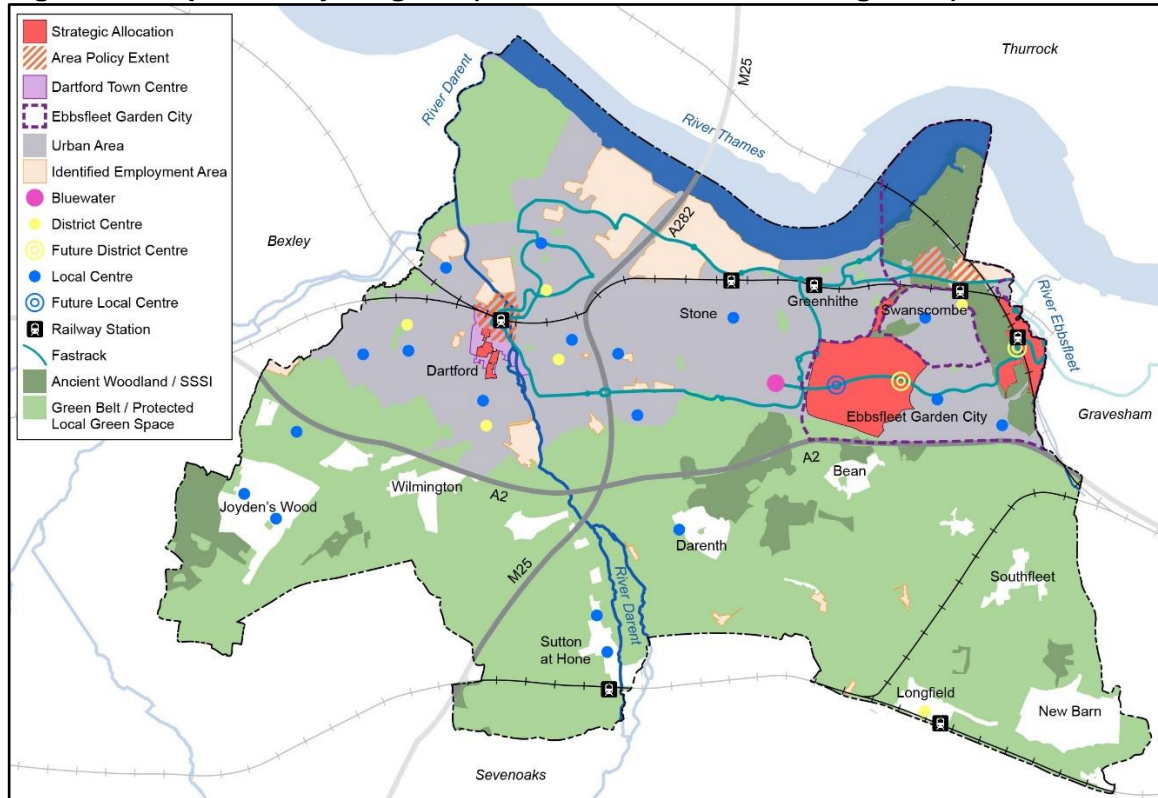
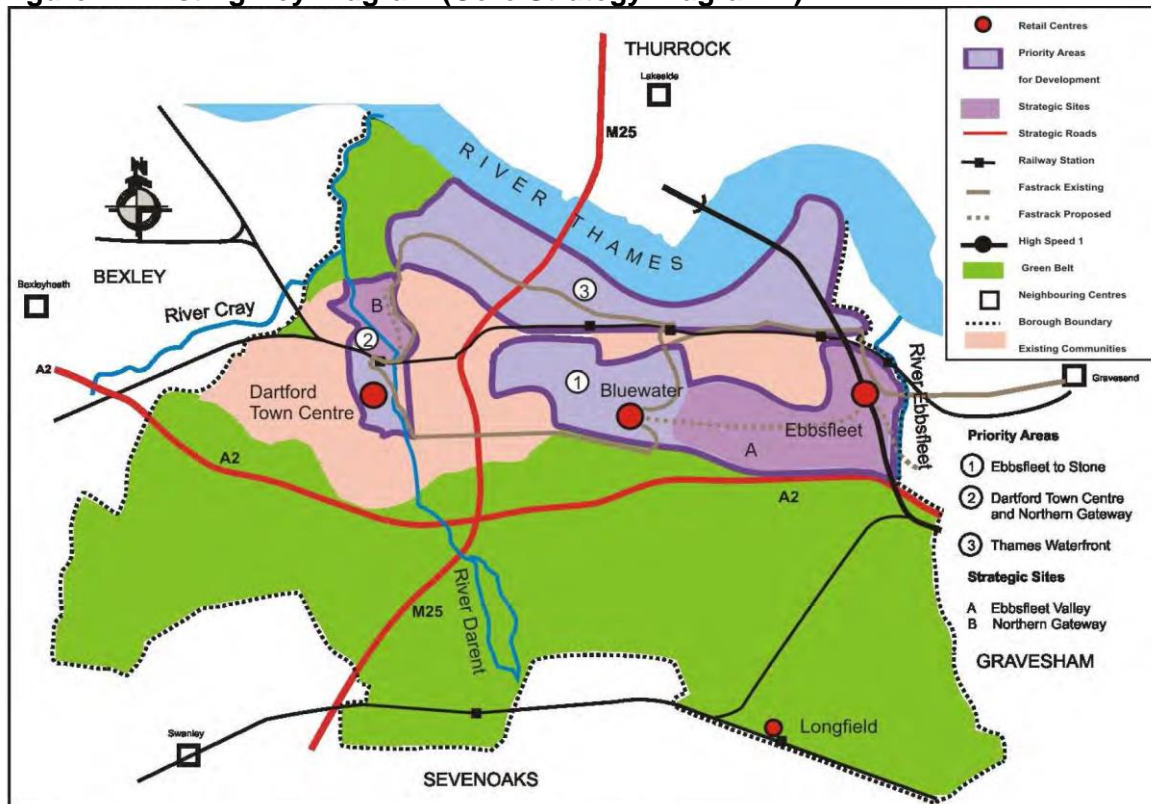


Figure 2: Existing Key Diagram (Core Strategy Diagram 2)



Local evidence

Response to Preferred Options Local Plan Consultation

- 4.4 The Preferred Options Local Plan put forward the following three options in relation to the extent towards which brownfield land in the Borough should be used for new homes and jobs (main plan option 1), with its preferred option being 1B:
- 1A Brownfield land should be used to its greatest extent across both the urban and rural areas of the Borough
 - 1B Brownfield land should be used to full extent in locations that are very well served by public transport
 - 1C The use of brownfield land should not be a strong priority. Non-Green Belt land (including some greenfield sites) could be encouraged for development.
- 4.5 There were also options put forward in relation to the strategy and transport network which are relevant to the overall spatial strategy (main plan option 6) and the Council's preferred option was 6B. These were as follows:
- 6A Require the Local Plan's transport and planning strategy to be centred on major new rail provision.
 - 6B Continue a strategy focussed on where development is located and taking forward beneficial transport schemes (e.g. Fastrack/buses, key road junctions)
 - 6C Focus Local Plan strategy heavily on securing new development that will help fund new highways schemes.
- 4.6 Further information on the Council's preferred policy approach towards the pattern of development and Green Belt was also set out in Section 5 part A of the Preferred Options document which culminated in the following question 8:
- Do you support the approach of:
- focusing development on the two Priority Regeneration Centres of Dartford Town Centre and Ebbsfleet Garden City
 - some brownfield development at sustainable locations in the rest of the urban area (where very well served by public transport) especially for community uses
 - small scale brownfield development in the villages
 - no strategic release of Green Belt land?
- If not, what are the reasonable alternative options for the distribution of development and what evidence do you have to support this?
- 4.7 It is clear from Figure 2 of the Consultation Statement that most respondents favoured the Council's preferred options 1B and 6B. Table 3 of the Consultation Statement indicates that 76% of respondents supported the preferred approach towards the pattern of development (though nearly half of these were on a conditional basis). The remaining 24% of respondents opposed the approach. As can be seen from the issues raised at that stage outlined in Appendix 2-7 of the Consultation Statement, the concerns were largely related to the fact that this approach could result in insufficient allowance for the development of other areas (e.g. greenfield, Green Belt, south of A2) and the potential for this to adversely impact on housing land supply.

- 4.8 Policy S1 (Borough Spatial Strategy) of the Submission Local Plan reflects the preferred approach put forward at earlier stages of the plan making process. The Housing Policies Topic Paper sets out the justification for the amount of residential development and demonstrates that this can be achieved in accordance with the spatial strategy.

Sustainability Appraisal

- 4.9 Chapter 5 of the Sustainability Appraisal (SA) sets out the findings for each policy. Further information on the appraisal of policy S1 is set out in section 3 of this topic paper. The appraisal of policies M9 and M13 can be found on pages 172-173 and 179-181 of the Sustainability Appraisal. For ease of reference, the tables of scores for these are repeated in Appendix 1, they are not considered in detail in this topic paper.

Sustainable Travel Strategy

- 4.10 Section 2 of the “A Sustainable Transport Strategy for Dartford” (the sustainable transport strategy) September 2021 sets out the public transport and key active travel routes currently available in the Borough. These include:
- Metro rail services linking Dartford, Stone Crossing, Greenhithe and Swanscombe with stations in central and south east London and the Medway towns (illustrated on Diagram 1: Key Diagram and Diagram 2: Infrastructure Diagram of the Submission Local Plan).
 - High speed rail services from Ebbsfleet International to London St Pancras with further connections to both domestic and international destinations (illustrated on Diagram 1: Key Diagram and Diagram 2: Infrastructure Diagram of the Submission Local Plan).
 - A rail service linking Farningham Road (near Sutton at Hone) and Longfield with London Victoria and the Medway towns (illustrated on Diagram 1: Key Diagram of the Submission Local Plan).
 - A Fastrack Bus Rapid Transit system which serves the urban area in the north of the Borough, including Dartford town centre, Bluewater, Greenhithe Station and Ebbsfleet Station (Figure 2 on page 4 of the travel strategy shows a map of the network and this is illustrated on Diagram 1: Key Diagram and Diagram 2: Infrastructure Diagram of the Submission Local Plan).
 - Bus services which provide links between communities and key destinations such as Dartford Town Centre, Darent Valley Hospital, Bluewater shopping centre and Ebbsfleet Station.
 - Several quiet, traffic-free cycling routes, including two national cycle routes, and new and enhanced routes have been provided in some areas by the local highway authority and as part of major development.
- 4.11 Paragraph 2.5 of the sustainable transport strategy identifies three main transport hubs – Dartford Town Centre, Bluewater regional shopping centre and Ebbsfleet International Station. The role of these areas as transport hubs, and opportunities to

improve them, are referred to in paragraphs 2.37, 4.38, 5.204 and policy E1:2 of the Submission Local Plan.

4.12 The sustainable transport strategy document sets out a number of proposed Public Transport Interventions including:

- Expand the Fastrack network*, improve the reliability of journey times and enhance the service offered to passengers (pages 40-42 of the travel strategy and illustrated on Diagram 2: Infrastructure Diagram of the Submission Local Plan)
- Improve the facilities, accessibility and passenger environment at Swanscombe, Stone Crossing and Dartford railway stations within the Borough to encourage greater use (pages 42-44 of the travel strategy and illustrated on Diagram 2: Infrastructure Diagram of the Submission Local Plan)
- Maintain and enhance the local bus network across the Borough including innovative approaches to service provision (pages 44-45 of the travel strategy)
- Identify new and enhance existing locations where hubs can be created allowing seamless interchange between different public transport modes and between public transport and active travel modes – relates to railway stations, Bluewater and Ebbsfleet Transport Hub (pages 45-46 of the travel strategy)

* It should be noted that the Infrastructure Delivery Plan 2021 also identifies the need to expand and enhance Fastrack as a scheme which may be needed to support development but currently needs to be further defined to confirm delivery timescale and potential funding. In this respect, it recognises that a number of fully funded projects/ work streams are being progressed, including tunnels linking Eastern Quarry with Bluewater which are being delivered by Kent County Council. This is the Fastrack Extension indicated on Diagram 2: Infrastructure Diagram of the Submission Local Plan.

4.13 A number of Active Travel Measures are outlined in the sustainable transport strategy including:

- Improve Dartford's Active Travel network by identifying potential upgrades and improvements that extend and complete the existing networks* (pages 49-50 of the travel strategy)
- Improve Active Travel links for specific trip generators, including safer routes to schools, Crossways Business Park and Darent Valley Hospital (pages 50-51 of the travel strategy)
- Support the expansion of Dartford's Green Grid network to provide a comprehensive network giving Dartford's residents access to open spaces, river frontages and the countryside (pages 51-52 of the travel strategy)
- Identify strategic locations or corridors on the active travel network where improvements would support development, modal shift and accessibility for both leisure activities and day-to-day journeys (page 52-55 of the travel strategy)

* It should be noted that the Infrastructure Delivery Plan 2021 also identifies the need for new and improved cycle/ footpaths as schemes which may be needed to support

development but currently need to be further defined to confirm delivery timescale and potential funding.

- 4.14 Dartford town centre and Ebbsfleet International Station are identified in the sustainable transport strategy as two of the travel hubs that are well served by trains and the existing Fastrack network. The wider Ebbsfleet Garden City will be even better served by Fastrack services once the extension to the network to Bluewater is completed. Dartford town centre is also very well served by the bus network. On this basis, the Local Plan strategy to focus development in the growth locations of Central Dartford and Ebbsfleet Garden City is justified in terms of their access to public transport and Active Travel networks. Indeed, focussing development in these areas will bring opportunities to enhance their role as public transport hubs as recognised in paragraphs 2.37 and 4.38, and policy E1:2 of the Submission Local Plan.
- 4.15 In terms of the wider urban area in the north of the Borough, it is clear from the information in the sustainable transport strategy that much of this is also well served by existing public and key active transport modes. Much of the area is accessible to train stations on the north Kent line at Dartford, Stone, Greenhithe and Swanscombe and/ or a comprehensive bus/ Fastrack network. This part of the Borough has been the previous focus for development which has already resulted in improvements to the public and Active Travel network. Policy S1 identifies the Urban Area neighbourhoods of Dartford, Stone, Greenhithe and Swanscombe for additional development to complement strategic growth at Central Dartford and Ebbsfleet Garden City. This approach is considered to be justified given the existing opportunities for residents to travel by sustainable modes of transport. Furthermore, both the sustainable transport strategy and Local Plan recognise opportunities for further enhancing the public and Active Travel network to increase the attractiveness of travelling by non-car modes. This is demonstrated in Diagram 2: Infrastructure Diagram and set out as requirements within policies S2:3 and 4, D1:1 and E1:1, 2 and 4, as well as most of the site allocation policies.

Strategic Housing Land Availability Assessment

- 4.16 The Strategic Housing Land Availability Assessment (SHLAA) Findings September 2021 sets out information on the sites that have been found to be deliverable/ developable over the Local Plan period to 2036/37. This is accompanied by a SHLAA Methodology (which was subject to consultation) and a Sites Summary Compendium, the latter of which gives further information on the assessment outcomes of all sites.
- 4.17 The SHLAA Methodology sets out the steps taken to assess the suitability of the sites which included structured and well defined location and accessibility criteria. These are set out in detail in paragraphs 2.16-2.25 of the methodology but it is clear that the requirements in relation to location and accessibility mean that all sites need to have good access to public transport and/ or local facilities as one of the requirements to be found deliverable/ developable over the plan period. Consistent with existing Core Strategy/ SHLAA principles, the approach takes into account whether a site comprises brownfield land. The deliverable/ developable sites identified in the housing land supply underpinning the spatial strategy (policy S1:2) reflects the consistent application of these criteria.
- 4.18 The assessment of the suitability of sites also considers physical (environmental) factors – see paragraphs 2.31-2.49 of the SHLAA Methodology. This includes

consideration of impacts on heritage and biodiversity. This aligns with the requirements set out in policy S1:4 and 5 to conserve and enhance heritage assets and protect and improve biodiversity sites and networks.

- 4.19 The Housing Policies Topic Paper sets out the justification for the amount of housing proposed in the Submission Local Plan. Both this and the SHLAA demonstrate that this level of residential development can be achieved.
- 4.20 Taken together, the methodology for assessing the suitability of housing sites in the SHLAA and the demonstration that these meet the requirements for housing as set out in the Housing Policies Topic Paper show that the spatial strategy set out in policy S1 is sound. The focus on residential development sites identified in the housing land supply in policy S1:6(a) and policy M9:1 is also justified by the evidence and therefore sound.

Office of National Statistics Data

- 4.21 Using ward figures from the Office of National Statistics 2018 mid-year population estimates, Dartford Borough had a total population of 109,720, of whom 81,860 (75%) lived in wards covering the urban area and 27,860 (25%) resided in non-urban wards.⁴ This clearly shows that the Borough has a population focussed on the urban area. Paragraph 1.19 and Figure 2 in the Submission Local Plan indicate that the population of the Borough increased by 29% between 2004 and 2020. This is likely due to developments which have previously taken place within the urban area, particularly at Dartford, Stone, Greenhithe and Ebbsfleet Garden City. The continued focus of development in the urban area set out in policy S1 aligns with this. It will also ensure that, as the Borough's population continues to grow, a greater proportion will live in the urban area which has more significant brownfield land potential, and better access to public transport and Active Travel networks, services and facilities.

⁴ Available from <https://www.kent.gov.uk/about-the-council/information-and-data/facts-and-figures-about-Kent/area-profiles>

5 POLICIES D1-D7 CENTRAL DARTFORD

Relationship with existing policy

- 5.1 Table 4 shows a summary of the text from policies D1, D2 and D4-D7 proposed in the Submission Dartford Local Plan compared to the relevant previous policies from the existing adopted Core Strategy 2011 and Development Policies Plan 2017. Figures 3 and 5 show the proposed diagrams in the Submission Local Plan covering the Central Dartford area whilst figures 4 and 6 show the diagrams for the same area from the existing Core Strategy.
- 5.2 The existing Core Strategy policies for Dartford Town Centre (CS2) and the Northern Gateway Strategic Site (CS3) set out the strategy for the area now covered by policies D1-D7. They include the identification of opportunity sites and key development sites. Given that Central Dartford is identified in the Spatial Strategy as one of two growth locations within the Borough, policies D1 and D2 are intended to set out the detailed strategy and development principles that will apply to the area. This is essentially a continuation of the approach previously set out in policies CS2, CS3, DP15:1 and the adopted Town Centre Framework Supplementary Planning Document 2018 but sets out more detail on the expected transformation of Central Dartford over the plan period and the expectations from development.
- 5.3 The Local Plan takes forward some of the identified opportunity sites in previous policy CS2 as strategic mixed use allocations within policies D4, D5 and D6, and now providing additional guidance to achieve redevelopment. This is because they are in a highly sustainable location in line with the spatial strategy and economic strategy set out in policy S1, and they are significant sites which continue to be available. Furthermore, steps have been taken towards them realising their potential to deliver development which will help to transform Central Dartford. The other opportunity sites together with elements from the former Northern Gateway Strategic Site which have not yet been implemented are embedded within policy D7 and Diagram 9 (Figure 5 below) of the Submission Local Plan.

Table 4: Central Dartford Proposed and Existing Policies

Proposed Policy	Existing Policy
D1: Central Dartford Strategy <ul style="list-style-type: none"> Seeks the high quality transformation of Central Dartford and the measures and actions to achieve this 	<ul style="list-style-type: none"> CS2:1 DP15:1
D2: Central Dartford Development Principles <ul style="list-style-type: none"> Sets out the development principles for Central Dartford 	<ul style="list-style-type: none"> None
D4: Westgate Allocation <ul style="list-style-type: none"> Outlines the land uses and expectations from development at Westgate 	<ul style="list-style-type: none"> CS2:1c and d
D5: East of Lowfield Street Allocation	

Proposed Policy	Existing Policy
<ul style="list-style-type: none"> • Outlines the land uses and expectations from development at land East of Lowfield Street 	<ul style="list-style-type: none"> • CS2:1c and d
D6: Priory Centre Allocation <ul style="list-style-type: none"> • Outlines the land uses and expectations from development at the Priory Centre 	<ul style="list-style-type: none"> • CS2:1e
D7: Station Surrounds/ River Darent Area <ul style="list-style-type: none"> • Outlines the area Station Surrounds/ River Darent Area with potential for regeneration and sets out the requirements for this 	<ul style="list-style-type: none"> • CS2:1e and f • CS3:1a-e

Figure 3: Proposed Town Centre Allocations and Strategy (Diagram 5)

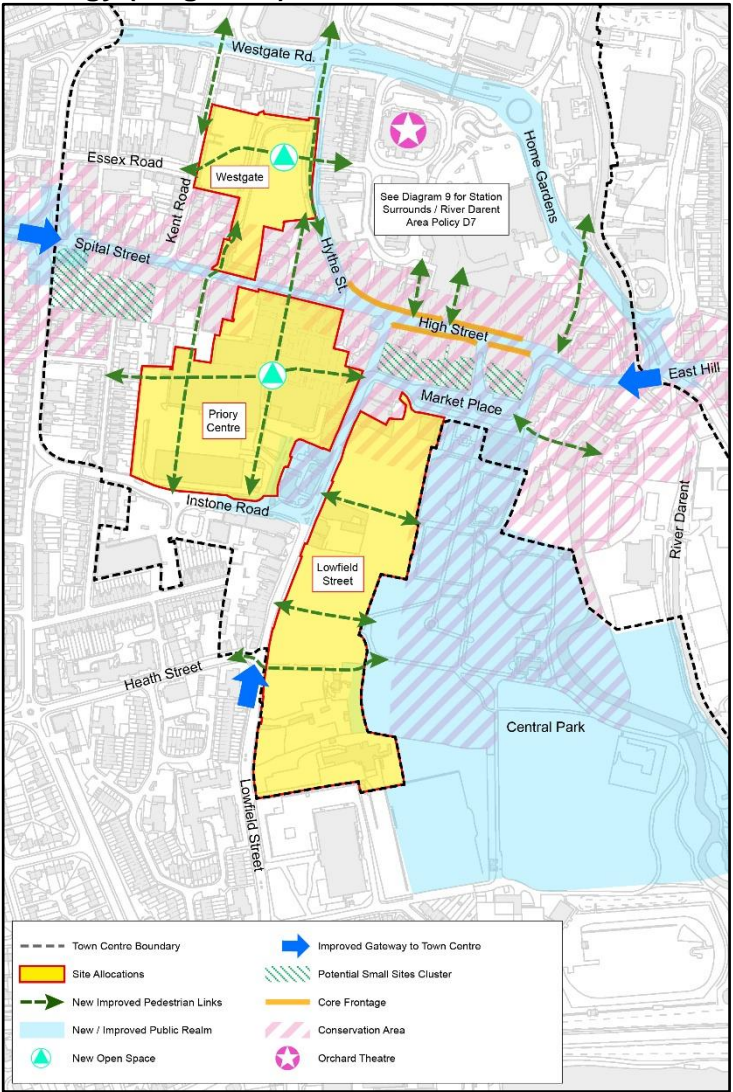


Figure 4: Existing Dartford Town Centre & Northern Gateway Priority Area: Town Centre part (Core Strategy Diagram 3)

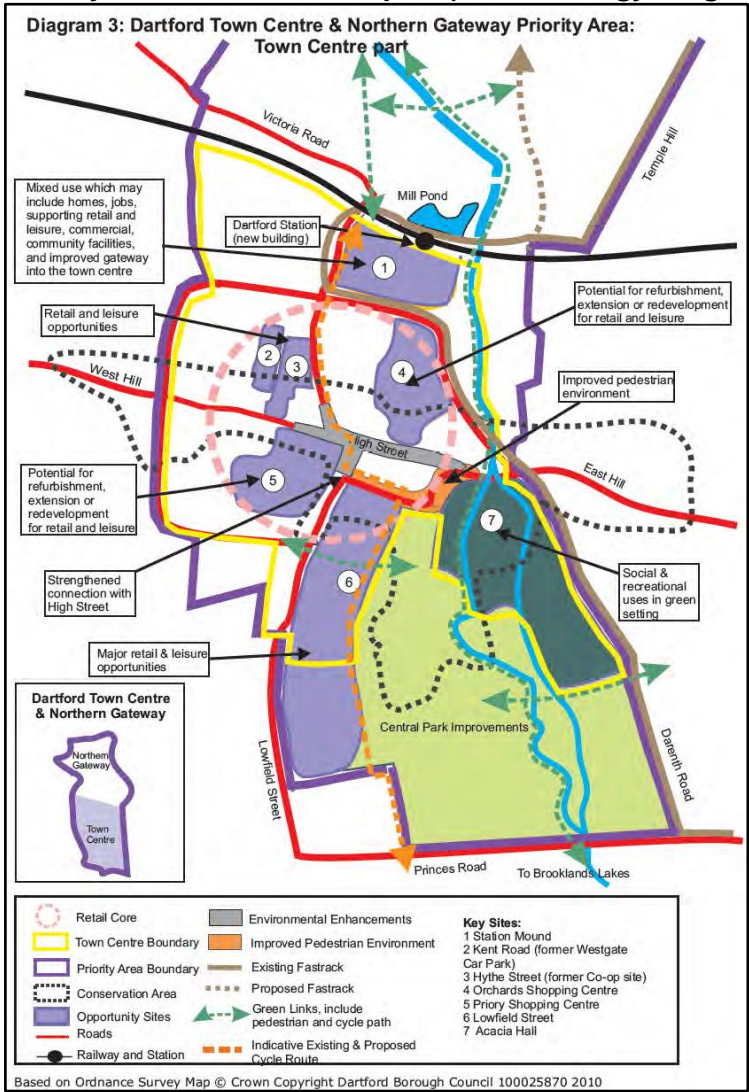


Figure 5: Proposed Station Surrounds/ River Darent Area (Diagram 9)

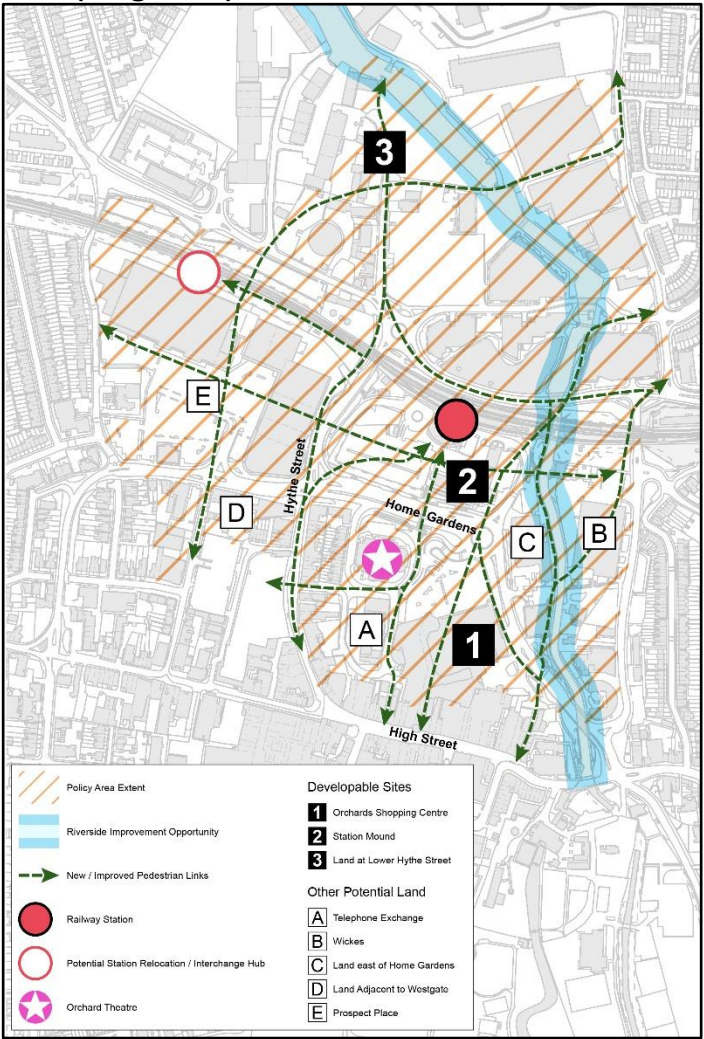
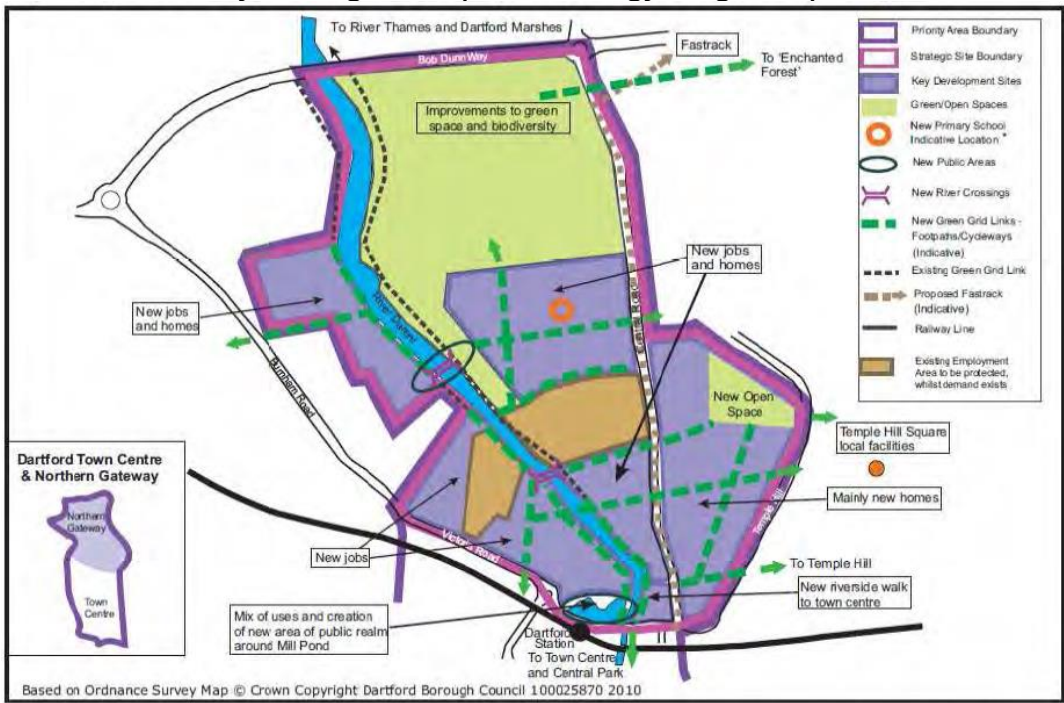


Figure 6: Existing Dartford Town Centre & Northern Gateway Priority Area: Northern Gateway Strategic Site (Core Strategy Diagram 4)



* The notation of the GSK North site as a location for a primary school is indicative only. The precise location for a primary school at the Northern Gateway Strategic site will be determined through further assessment.

Local evidence

Response to Preferred Options Local Plan Consultation

- 5.4 The Preferred Options Local Plan put forward the following three options for how to ensure Dartford is a thriving town centre (main plan option 2), with its preferred option being 2B:

2A Support extensive radical change through promoting residential redevelopment in and around the town centre (including at high densities), achieving a rapid expansion of residents in the town centre and new premises for businesses and shops.

2B Encourage redevelopment of selected areas in and around the town centre where this will achieve significant diversification of activities over time, a substantial new residential community, and the transformation of the attractiveness of Dartford town centre through creating new places and spaces.

2C The consideration of new development proposals on a case-by-case basis, based on a looser vision which aims for gradual regeneration with limited direction on where and how redevelopment should occur.

- 5.5 Further information on the Council's preferred policy approach towards Dartford town centre was also set out in Section 5 part D of the Preferred Options document which culminated in the following question 14:

Do you support the preferred policy approach and key development sites for Dartford Town Priority Regeneration Centre? If not, what are the reasonable alternative options and what evidence do you have to support this?

- 5.6 It is clear from Figure 2 of the Consultation Statement that most respondents favoured the Council's preferred option 2B. Table 3 of the Consultation Statement indicates that all respondents supported the preferred approach towards Dartford Town Centre set out in section 5 though nearly half of these were conditional support.
- 5.7 Section 3 of the Submission Local Plan (Central Dartford) and policies D1-D7 reflect the preferred approach put forward at earlier stages of the plan making process. This has demonstrated that there is clear support for this approach.

Sustainability Appraisal

- 5.8 Chapter 5 of the Sustainability Appraisal sets out the findings for each policy. The appraisals of policies D1-D7 can be found on pages 117-140 of the Sustainability Appraisal. For ease of reference the tables of scores for these policies are repeated in Appendix 1, they are not considered in any detail in this topic paper.

Strategic Housing Land Availability Assessment and Planning Applications

- 5.9 The identified strategic allocations and broad location for development in Central Dartford comprise a number of sites which have been assessed in the Strategic Housing Land Availability Assessment (SHLAA) 2021, some of which have planning permission or current planning applications. Table 5 sets out the overall findings from

the SHLAA and the recent planning history for the sites allocated in policies D4, D5 and D6. Table 6 sets out the same information for the broad location set out in policy D7. The SHLAA Findings and the results of the assessments summarised in the Site Summary Compendium have helped to inform policies D4 (Westgate Allocation), D5 (East of Lowfield Street) and D6 (Priory Centre Allocation).

- 5.10 Policy D7 (Station Surrounds/ River Darent Area), associated table 4 and sites 1-3 in Diagram 9 of the Submission Local Plan reflect the outputs from the SHLAA by promoting new housing/ mixed use development sites. This policy provides a positive framework as a broad location for additional development within Central Dartford and potential land A-E shown in Local Plan Diagram 9 reflects the opportunities for significant residential growth. These locations are based on SHLAA sites that are suitable but not currently available as outlined in appendix F of the SHLAA, and therefore, as set out paragraph 3.59 of the Plan, could offer a source of residential development additional to that in the current housing land supply.

Table 5: Central Dartford Allocations, SHLAA Findings and Recent Planning History

Strategic Allocation/ and SHLAA Site Name (Ref)	SHLAA Findings	Recent Planning History
Policy D4: Westgate Allocation		
Former Co-op, 20-54 Hythe Street and Westgate Car Park (#20)	120 dwellings deliverable	Resolution to grant planning permission for flexible commercial (A1, A2, A3, A4, D1, D2 and B1), cinema (D2), hotel (C1), 120 dwellings (C3) and health / wellbeing (D1) uses in October 2020. This is subject to a section 106 agreement being signed (ref 20/00409/FUL).
Policy D5: East of Lowfield Street Allocation		
East of Lowfield Street (#14)	556 dwellings deliverable	<p>Phase 1: Planning permission for 188 dwellings, retail, office and café/micro-brewery was granted in July 2019 (18/01557/VCON)</p> <p>Phase 2 and 3a: Planning permission for 280 dwellings was granted in April 2020 (19/00600/FUL)</p> <p>Phase 3b: Planning permission for 88 dwellings was granted in October 2019 (19/00830/REM)</p> <p>All phases of development are currently under construction.</p>
Glentworth Club, 154 Lowfield Street (#19)	52 dwellings developable	No history of planning permissions but the site is on the Brownfield Land Register.

Strategic Allocation/ and SHLAA Site Name (Ref)	SHLAA Findings	Recent Planning History
Former Vauxhall Farm, East of 110-114 Lowfield Street (#22)	89 dwellings deliverable	Resolution to grant planning permission for 92 dwellings in November 2019. This is subject to a section 106 agreement which has not been completed (ref 19/00027/FUL). Application for 89 units submitted in August 2021 is pending determination (ref 21/01286/FUL). This supersedes the previous application.
46-58 Lowfield Street (#84)	42 dwellings developable	Application for 71 dwellings submitted in February 2021 is pending determination (21/00273/FUL).
26 Lowfield Street (#274)	5 dwellings developable	Application for 5 dwellings submitted in August 2021 is pending determination (ref 21/01227/P3O).
Policy D6: Priory Centre Allocation		
Car Park west of Two Brewers, 33 Lowfield Street (#25)	14 dwellings deliverable	Planning permission for 14 dwellings was granted in March 2020 (ref 19/00748/FUL).
22-26 Spital Street (#33)	10 dwellings developable	No history of planning permissions but the site is on the Brownfield Land Register.
The Priory Shopping Centre (#212)	390 dwellings developable	No planning application though it is apparent from the Local Plan representation from the landowner (British Land for Hercules Unit Trust) that they intend to bring forward the site for redevelopment.

Table 6: Central Dartford Broad Location, SHLAA Findings and Recent Planning History

Broad Location/ and SHLAA Site Name (Ref)	SHLAA Findings	Recent Planning History
Policy D7: Station Surrounds/ River Darent Area		
Steam Crane Wharf, Lower Hythe Street (#10)	78 dwellings developable	No history of planning permissions but this is a suitable site for redevelopment which is expected to become available. The site is on the Brownfield Land Register.
Station Approach, Home Gardens (#17)	253 dwellings developable	No history of planning permissions but this is a suitable site for redevelopment which is expected to become available. The site is on the Brownfield Land Register and is principally in the Council's ownership.
Wickes, 50 Overy Street, Dartford (#24)	Site unavailable (at present)	No history of planning permissions but this is a suitable site for redevelopment. The site is on the Brownfield Land Register.
RBT Trust Land, Central Road, Dartford (#29)	Site unavailable (at present)	No history of planning permissions but this is a suitable site for redevelopment which may become available in the future.
Milan Centre, Westgate Road (#55)	Site unavailable (at present)	No recent history of planning permissions but this is a suitable site for redevelopment which may become available in the future.
Gas Holder Site, Victoria Road (#77)	66 dwellings developable	No history of planning permissions but this is a suitable site for redevelopment. The site is on the Brownfield Land Register.
British Telecom Telephone Exchange, Suffolk Road, Dartford (#128)	Site unavailable (at present)	No history of planning permissions but this is a suitable site for redevelopment which may become available in the future.
Northern Gateway Abbott Murex (#131)	Site is unavailable*	Planning permission for 403 dwellings was granted in July 2017 and the development has been implemented (ref 16/01601/FUL)
104 Lower Hythe Street (#137)	11 dwellings deliverable	Planning permission for 11 dwellings and ground floor commercial use was granted in October 2020 (ref 20/00588/FUL).
Orchards Shopping Centre (#167)	269 dwellings developable	No history of planning permissions but the land owner's response to the SHLAA call for sites made apparent that this site will become available for redevelopment. The site is on the Brownfield Land Register.
Land at Lower Hythe Street (#197)	86 dwellings developable	No history of planning permissions but this is a suitable site for redevelopment. The site is on the Brownfield Land Register.
26-28 Westgate Road (#209)	8 dwellings deliverable	Planning permission for 8 dwellings and retail floorspace was granted in December 2020 (ref 20/00411/FUL).
Prospect Place, Dartford (#250)	Site unavailable (at present)	No history of planning permissions but the response on the pre-submission Local Plan from the landowner (British Land for Hercules Unit Trust) indicates that they have long term aspirations for the redevelopment of this area.

Broad Location/ and SHLAA Site Name (Ref)	SHLAA Findings	Recent Planning History
Northern Gateway Block F Oldfield (#256)	Site is unavailable*	Planning permission for 8 dwellings was granted in March 2020 and the development has been implemented (ref 19/00613/COU).
Milestone Garage, North of Victoria Road (#261)	6 dwellings developable	No history of planning permissions but the land owner's response to the SHLAA call for sites made clear that this site will become available for redevelopment. The site is on the Brownfield Land Register.
Milestone Garage, South of Victoria Road (#262)	5 dwellings developable	No history of planning permissions but the land owner's response to the SHLAA call for sites made clear that this site will become available for redevelopment. The site is on the Brownfield Land Register.
Block E Oldfield, Mill Pond Road (#269)	14 dwellings deliverable	Planning permission for 14 dwellings and ground floor commercial space was granted in May 2021 (ref 20/01618/FUL).
114-130 Lower Hythe Street (#270)	7 dwellings developable	Application for 14 dwellings and ground floor commercial space submitted in September 2020 is pending determination (ref 20/01147/FUL)

* These sites are assessed as unavailable in the SHLAA because development of the sites is now complete

Dartford & Ebbsfleet Retail and Leisure Study

- 5.11 The Dartford & Ebbsfleet Retail and Leisure Study, published in four parts, includes a Part 1 document, with chapters 5 and 6 devoted to Dartford town centre.
- 5.12 Chapter 12 in part 2 of the study sets out the conclusions and recommendations from the study, with extensive evaluation of Dartford town centre. This includes support for using the strategic location and accessibility of the town to expand the scale and range of housing stock within the town centre, creating a strong 'captive catchment' for retail and other facilities (study paragraph 12.61).
- 5.13 Paragraph 12.63 of the study summarises the opportunities in Dartford town centre, exploring its competitive advantages and potential for further differentiation. This has informed the policies and approach set out for Central Dartford in section 3 of the Local Plan, including to:
- Support the street markets, and independent and multiple businesses for food/ beverage and convenience uses (see policies D1:1b and D2:1b).
 - Repurpose/ redevelop shopping centres, including The Priory, improving place making with integrated mixed use developments that maintain active/ commercial ground floor uses (see policies D6 and D7:2c).
 - Build on the attraction and success of the Orchards Theatre, and promote arts/ creative activities (see policies including D1:2b, D2:1b, and D7:2cii)
 - Improve the town centre environment and public realm further, key gateways and pedestrian/ cycling movement (see policies D1 and D7).

6 POLICIES E1-E6 EBBSFLEET AND SWANSCOMBE

Relationship with existing policy

- 6.1 Table 7 shows a summary of the text from policies E1-E6 proposed in the Local Plan compared to the relevant previous policies from the existing adopted Core Strategy 2011 and Development Policies Plan 2017. Figure 7 shows the proposed diagram in the Submission Local Plan covering Ebbsfleet and Swanscombe whilst figures 8 and 9 show the diagrams from the existing Core Strategy which this will replace. It should be noted that Ebbsfleet Garden City forms part of the previous Ebbsfleet to Stone and Thames Waterfront Priority Areas.
- 6.2 As set out in paragraph 4.3 of the Local Plan, Ebbsfleet Development Corporation (EDC) was formed in 2015 to co-ordinate, facilitate and oversee the delivery of the first Garden City for over 100 years, known as Ebbsfleet Garden City. The concept of the Garden City did not exist when the Core Strategy was in preparation though development within the area had been envisaged for a number of years and policies in the Core Strategy reflected this. Policies E1 and E2 of the Local Plan set out the strategy and development principles for the area. These are new and reflect the spatial framework and principles set out in the Ebbsfleet Implementation Framework (see paragraphs 6.9-6.13 below). Policy E3 and part of policy E1 set out the approach towards the town of Swanscombe, an existing settlement which is encircled by the Garden City. This was included as it is considered important for the distinct character of Swanscombe to be maintained whilst enabling the community to benefit from the opportunities resulting from its proximity to Ebbsfleet Garden City
- 6.3 The Local Plan strategic allocations of Ebbsfleet Central (policy E4) and Alkerden and Ashmere (policy E5) were previously within the Ebbsfleet Valley Strategic Site (Core Strategy policy CS5). It should be noted that the areas now covered by the site allocation policies exclude the areas where development has already taken place or is well underway at Ebbsfleet Green and Castle Hill. It also excludes the area within the notified Swanscombe Peninsula Site of Special Scientific Interest (SSSI) – see paragraphs 6.15-6.17 below. Policies E4 and E5 are largely a continuation of the previous approach. However, they have been updated to take into account the spatial framework and principles for these areas set out in the Ebbsfleet Implementation Framework. They also take into account the acquisition of the Ebbsfleet Central site by the EDC, following the failure of the previous private landowner to deliver the existing planning permission, and the notification of the Swanscombe Peninsula SSSI (subsequently designated with some amendments).
- 6.4 The area covered by Submission Local Plan policy E6 (North of London Road Area, Swanscombe) was previously part of the identified Swanscombe Peninsula key development site within the Thames Waterfront Priority Area (Core Strategy policy CS6). The Core Strategy envisaged that the wider Swanscombe Peninsula could be protected for its biodiversity and recreational value as well as offering opportunities for residential/ employment/ community/ greenspace or outdoor leisure uses. However, much of the Peninsula has since been included within the notified Swanscombe Peninsula SSSI (subsequently designated with some amendments). Policy E6 identifies land in the southern part of the Peninsula only as having potential for regeneration. This takes into account the need to avoid adverse impacts on the SSSI as well as the spatial framework and principles outlined in the Ebbsfleet Implementation Framework.

Table 7: Ebbsfleet and Swanscombe Proposed and Existing Policies

Proposed Policy	Existing Policy
E1: Ebbsfleet and Swanscombe Strategy <ul style="list-style-type: none"> Sets out the overall strategy for Ebbsfleet Garden City Identifies the approach towards different areas within the Garden City Sets out the Strategy for Swanscombe Refers to the need to explore opportunities to provide traveller pitches within Ebbsfleet Garden City 	<ul style="list-style-type: none"> None CS4: a-d (N.B. the part of the area that was previously known as Ebbsfleet Valley was allocated; this also included Stone) None None
E2: Ebbsfleet Garden City Development Principles <ul style="list-style-type: none"> Sets out the development principles for Ebbsfleet Garden City 	<ul style="list-style-type: none"> None
E3: Swanscombe <ul style="list-style-type: none"> Seeks to retain the identity and characteristics of Swanscombe and sets out the principles which will apply 	<ul style="list-style-type: none"> None
E4: Ebbsfleet Central Allocation <ul style="list-style-type: none"> Outlines the land uses and expectations from development at Ebbsfleet Central 	<ul style="list-style-type: none"> CS5:1,3-6 N.B. Ebbsfleet Central was previously part of the Ebbsfleet Valley site)
E5: Alkerden and Ashmere Allocation <ul style="list-style-type: none"> Outlines the land uses and expectations from development at Alkerden and Ashmere 	<ul style="list-style-type: none"> CS5:1,4c-k,5,6 CS4:1g N.B. Alkerden and Ashmere were previously part of the Ebbsfleet Valley site
E6: North of London Road Area, Swanscombe <ul style="list-style-type: none"> Outlines the area North of London Road, Swanscombe, with potential for regeneration and sets out the requirements for this 	<ul style="list-style-type: none"> CS6:1a-c,f-h,k,2 N.B. North of London Road Area, Swanscombe is part of the Swanscombe Peninsula

Figure 7: Proposed Ebbsfleet as a Garden City (Diagram 10)

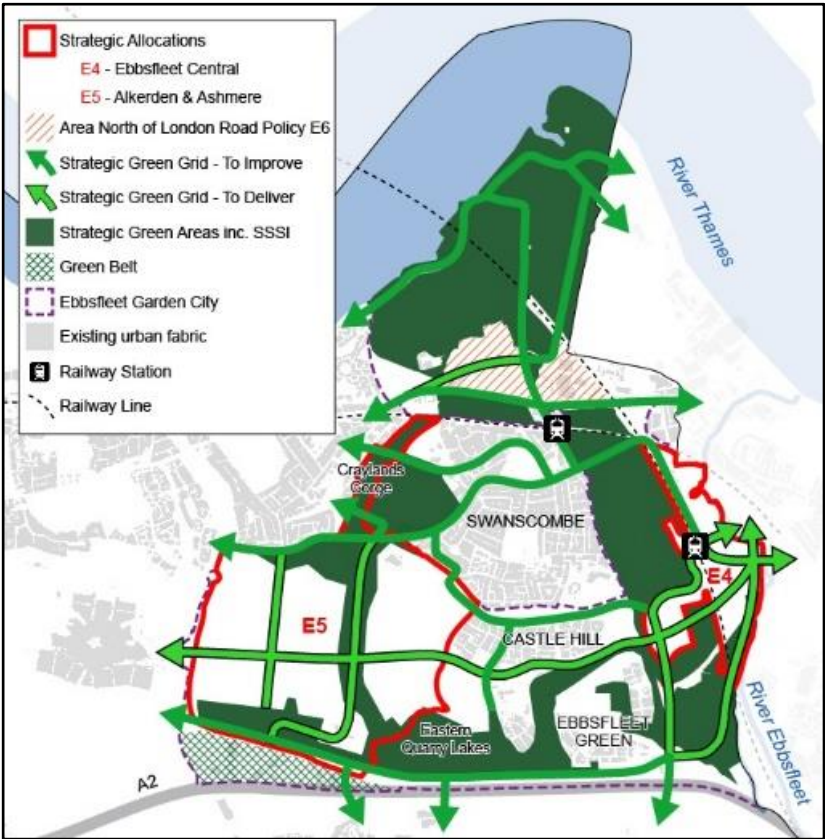
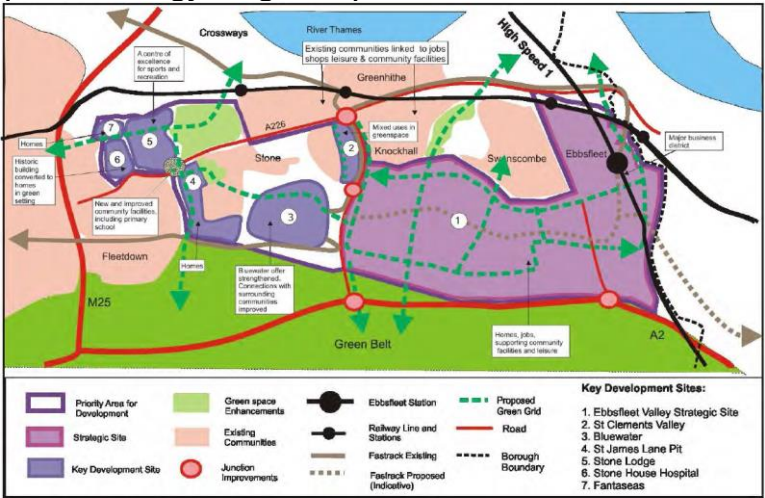
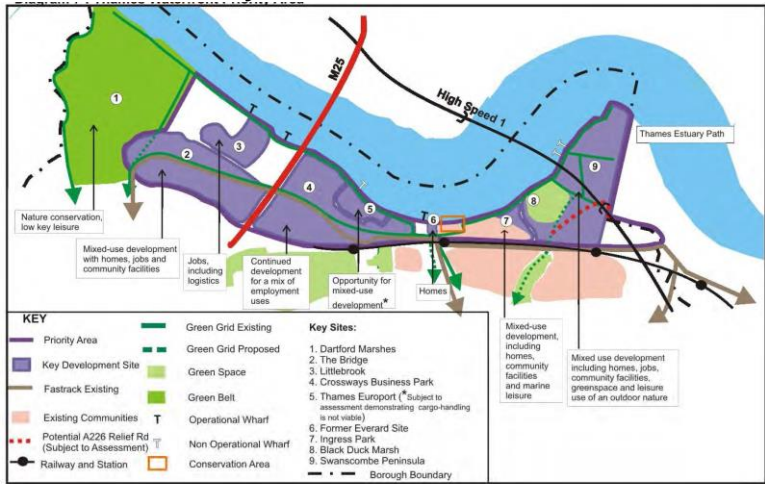


Figure 8: Existing Ebbsfleet to Stone Priority Area (Core Strategy Diagram 5)



Based on Ordnance Survey Map © Crown Copyright Dartford Borough Council 100025870 2010

Figure 9: Existing Core Strategy Diagram 7: Thames Waterfront Priority Area



Based on Ordnance Survey Map © Crown Copyright Dartford Borough Council 100025870 2010

Local evidence

Response to Preferred Options Local Plan Consultation

- 6.5 The Preferred Options Local Plan put forward the following three options each for how to ensure the best future for Ebbsfleet Central and Swanscombe Peninsula, with its preferred options being 4B and 5B respectively:

Ebbsfleet Central

4A Provide a high density business district adjacent to Ebbsfleet International Station alongside a mix of uses, including residential, to generate a lively daytime activity.

4B Create a distinctive mixed and lively urban heart for Ebbsfleet Garden City and the wider area. The provision of a range of uses in higher intensity Garden City form, provided through the Ebbsfleet Implementation Framework, including substantial city-centre level commercial space, community uses, open space, and residential accommodation. It is expected to feature a key health/education and/or leisure/culture facility.

4C Support a residential led development.

Swanscombe Peninsula

5A Support the development of an internationally important entertainment resort.

5B A strategy to encourage both sensitively integrated, lower density mixed uses and ecological improvements.

5C Refrain from proposing acceptable potential uses but formulate policy criteria to provide a basis for dealing with proposals that may be put forward.

- 6.6 Option 5A was included notwithstanding the decision of the London Resort promoter – significantly in advance of new Local Plan work commencing – to pursue its proposals via the Nationally Significant Infrastructure Project (NSIP) route under Section 35 of the Planning Act 2008. On 9 May 2014, the Secretary of State issued the direction accepting the case for London Resort to be considered under the NSIP regime.
- 6.7 It is clear from Figure 2 of the Consultation Statement that most respondents favoured the Council's preferred options 4B and 5B. Section 4 of the Submission Local Plan (Ebbsfleet and Swanscombe) and policies E1-E6 largely reflect the preferred approach put forward at earlier stages of the plan-making process but have also taken into account the Swanscombe Peninsula Site of Special Scientific Interest which was notified by Natural England in March 2021 and approved by them in November 2021.

Sustainability Appraisal

- 6.8 Chapter 5 of the Sustainability Appraisal sets out the findings for each policy. The appraisals of policies E1-E6 can be found on pages 141-159 of the Sustainability Appraisal. For ease of reference the tables of scores for these policies are repeated in Appendix 1, they are not considered in any detail in this topic paper.

Ebbsfleet Implementation Framework

- 6.9 The EDC has set out a Vision for Ebbsfleet in 2035. This is articulated through the Ebbsfleet Implementation Framework (EIF) 2017 approved by EDC for development management purposes as a material consideration and endorsed by Dartford Borough Council, Gravesham Borough Council and Kent County Council. The EIF combines the previously approved masterplans for the area and shows how the area will knit together and connect to existing communities to set out a vision for the Garden City.
- 6.10 Section 2 (Ebbsfleet, a 21st Century Garden City) and Section 3 (The Spatial Framework) of the EIF provide a broad definition of how Ebbsfleet aims to be a 21st century Garden City and the structuring principles for the planning and design of Ebbsfleet. These have informed the overall aim for the Garden City outlined in the first part of policy E1 (Ebbsfleet and Swanscombe Strategy) and the development principles for the area set out in policy E2 of the Local Plan.
- 6.11 Section 4 sets out an area-wide spatial framework and the principles which will apply to Ebbsfleet's four strategic development areas, including the following within Dartford Borough:
- Ebbsfleet Central
 - Castle Hill, Western Cross (also known as Ashmere), Alkerden and Ebbsfleet Green
 - Swanscombe Peninsula
- These have informed the parts of policy E1 (Ebbsfleet and Swanscombe Strategy) which relate to Ebbsfleet Central, Swanscombe Peninsula and Bean Triangle. They have also helped to inform the contents of policies E4 (Ebbsfleet Central Allocation), E5 (Alkerden and Ashmere Allocation) and E6 (North of London Road Area, Swanscombe), with appropriate updating as discussed with the EDC.
- 6.12 The Implementation Framework (page 92) sets out the EDC's ambitions for Ebbsfleet Central, which include:
- To create an urban heart for the Ebbsfleet that is complimentary to the offer provided at Dartford and Gravesend town centres and Bluewater Regional Shopping Centre.
 - A commercial core will be created through attracting a diverse range of employment opportunities, maximising the Enterprise Zone status⁵. Flexibility will be retained to encourage inward investment targets including medi-tech, bio-sciences and tech sectors.
 - Provision of city-wide social infrastructure including health facilities, a potential secondary school and higher education.
 - A transport hub will be developed connecting Ebbsfleet International and Northfleet Stations, providing interchange with Fastrack and local bus network as well as the potential requirement to accommodate LPER⁶ arrivals and departures at the station. Pedestrian and cycle linkages will be improved from

⁵ Parts of Ebbsfleet Garden City are within the North Kent Enterprise Zone – see <https://www.northkententerprisezone.co.uk/sites/ebbsfleet-garden-city/>

⁶ London Paramount Entertainment Resort now known as the London Resort

surrounding communities, in particular Swanscombe and Northfleet. Improved cycle facilities will be encouraged as part of the hub.

- High density urban development will be sought in this area providing a range of job, homes, community and cultural facilities.

These ambitions are closely related to proposals in the strategic allocation policy E4.

6.13 The Implementation Framework (page 107) sets out the EDC's ambitions for Castle Hill, Western Cross (also known as Ashmere), Alkerden and Ebbsfleet Green, which include:

- Provide a diversity of housing types and tenures.
- To work with development partners to ensure development that is land efficient to maximise number of new homes delivered within the existing consent.
- Integrate within the city-wide green-grid to establish a connected network of landscapes and open spaces.
- Ensure high quality landscape and open spaces that provides a healthy environment for local residents.
- Establish four local walkable centres in accordance with the planning consent, providing day-to-day needs of local residents within walking distance of homes. To include a primary school, local retail, healthcare and other community facilities.
- To provide a new Secondary School and education campus.
- To provide high levels of accessibility to public transport routes, with a dedicated public transport spine linking Ebbsfleet International to Bluewater, preferably via existing tunnels.
- To ensure clear connections between individual development sites, to ensure clarity and consistency of place, rather than a series of distinct housing areas.
- Establish a network of safe and attractive walking and cycling routes that link neighbourhoods to local centres, Bluewater, Swanscombe and Ebbsfleet Central.

The Alkerden and Ashmere Allocation lies wholly within the land covered by this area in the Implementation Framework, and the strategic site proposals in policy E5 address the ambitions set out by the EDC. It should be noted that the references to four local walkable centres also include the Castle Hill and Ebbsfleet Green local centres recognised in the Local Plan as largely complete.

Strategic Housing Land Availability Assessment

6.14 The identified strategic allocations and broad locations for development in Ebbsfleet Garden City comprise a number of sites which have been assessed in the Strategic Housing Land Availability Assessment (SHLAA) 2021. The SHLAA Findings and the results of the assessments set out in the Site Summary Compendium have helped to inform policies E4 (Ebbsfleet Central Allocation), E5 (Alkerden and Ashmere Allocation) and E6 (North of London Road Area, Swanscombe). Table 5 sets out the

overall findings from the SHLAA and the recent planning history for the sites allocated in policies E4 and E5.

Table 8: Ebbsfleet Garden City Allocations, SHLAA Findings and Recent Planning History

Strategic Allocation and SHLAA Reference	SHLAA Findings	Recent Planning History
Policy E4: Ebbsfleet Central Allocation		
Ebbsfleet Central (#1)	1,975 dwellings deliverable in the Plan period	No recent planning application though the EDC is carrying out masterplanning work and public consultation. A new application is expected in 2022 which (if permitted) would 'replace' a currently still extant outline permission.
Policy E5: Alkerden and Ashmere Allocation		
Alkerden (#130b)	1,550 dwellings deliverable	One of three areas within Eastern Quarry that is covered by outline planning permissions for up to 6,250 dwellings, the most recent iteration of which was granted in March 2018 (ref EDC/17/0048). There is one detailed planning permission for 67 self-build dwellings (ref EDC/21/0056) which was granted in July 2021, with some completions expected in 2022/23. In addition, there are three live planning applications that are pending determination which together are expected to deliver 550 dwellings (refs EDC/21/0104, EDC/21/0128 and EDC/21/0139).
Ashmere (#130c)	3,103 dwellings deliverable	One of three areas within Eastern Quarry that is covered by outline planning permissions for up to 6,250 dwellings, the most recent iteration of which was granted in March 2018 (ref EDC/17/0048). There are three separate reserved matters consents for 519 dwellings within Ashmere – refs EDC/21/0079, EDC/20/0013 and EDC/19/0196 – granted in the past two years. Construction has started on site with the first completions expected this monitoring year (2020/21).

Swanscombe Peninsula Site of Special Scientific Interest

- 6.15 Natural England first notified the Council of the Swanscombe Peninsula Site of Special Scientific Interest (SSSI) on 11 March 2021 when the Council was carrying out its first Regulation 19 consultation on the Pre-Submission (Publication) Local Plan. The notification documents, maps and supporting information are available online at:

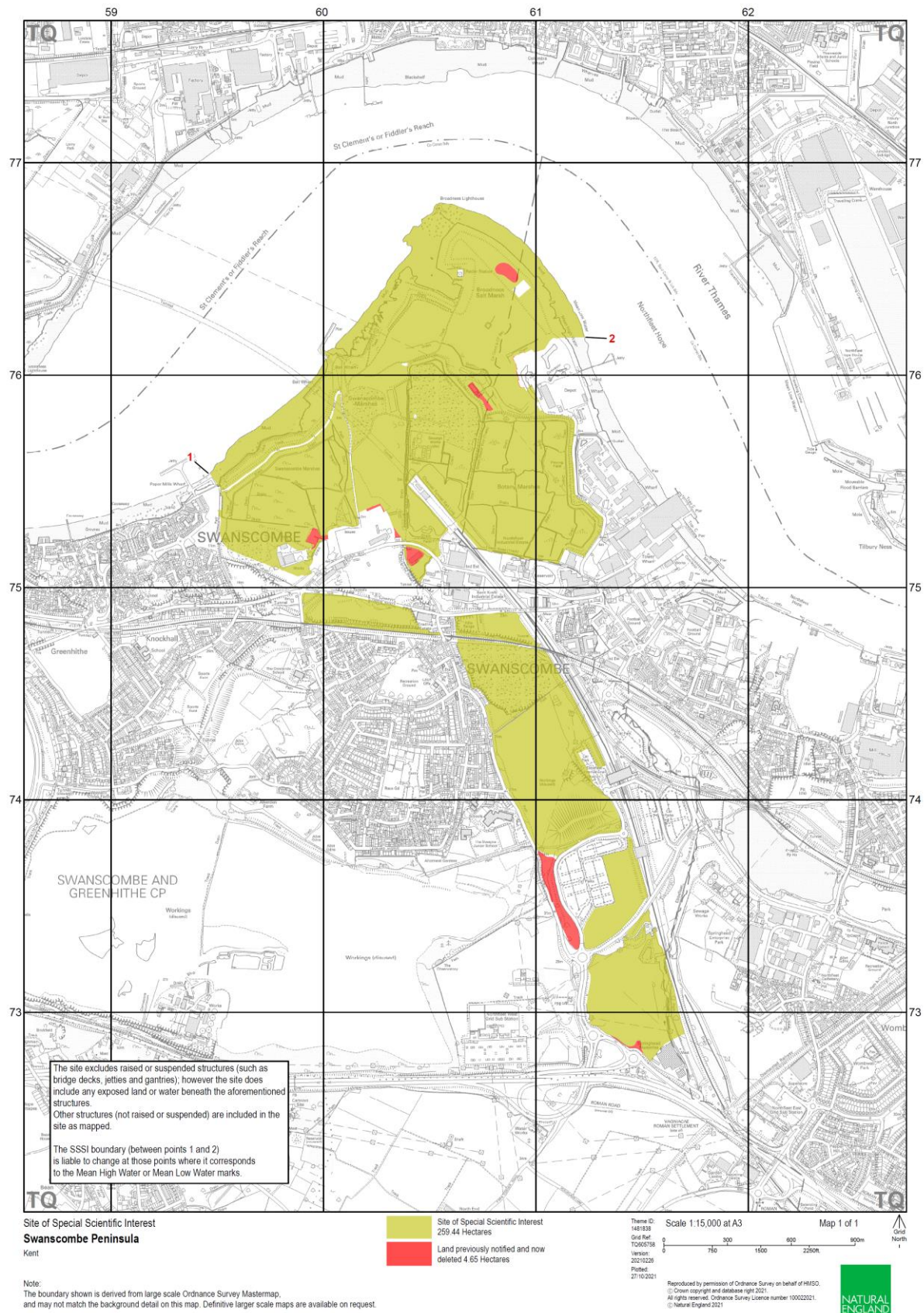
<https://consult.defra.gov.uk/natural-england/swanscombe-peninsula/>

- 6.16 The notification of the SSSI led to the need for changes to policies and site allocation/ broad location boundaries in the Ebbsfleet and Swanscombe chapter. As a result,

policies E1 (Ebbsfleet and Swanscombe Strategy), E2 (Ebbsfleet Garden City Development Principles), E4 (Ebbsfleet Central Allocation) and E6 (North of London Road Area, Swanscombe) and Diagram 10 now include references to the SSSI, and the areas covered by policies E4 and E6 have been amended. These were reflected in the second Regulation 19 Pre-Submission (Publication) Local Plan and the Policies Map Changes document which have been submitted for examination.

- 6.17 Natural England approved the designation of Swanscombe Peninsula SSSI at its board meeting on 10 November 2021. This included some minor amendments to the boundaries of the SSSI which are not reflected in the Submission Local Plan and Policies Map Changes document. The amendments to the boundaries are shown in Figure 10 below. It there is the opportunity to make modifications to the Local Plan as it progresses through examination to show the final approved boundaries of the SSSI, the Council would support this.

Figure 10: Amendments to the Swanscombe Peninsula SSSI Boundaries



APPENDIX 1: SUSTAINABILITY APPRAISAL SCORES

Symbols – Key

++	This option is likely to have a significant positive effect on the SA objective(s).
++/-	The option is likely to have a mixture of significant positive and minor negative effects on the SA objective(s)
+	The option is likely to have a minor positive effect on the SA objective(s).
0	The option is likely to have a negligible or no effect on the SA objective(s).
-	The option is likely to have a minor negative effect on the SA objective(s).
--/+	The option is likely to have a mixture of significant negative and minor positive effects on the SA objective(s).
--	The option is likely to have a significant negative effect on the SA objective(s).
?	It is uncertain what effect the option will have on the SA objective(s).
+/- or ++/--	The option is likely to have an equal mixture of both minor or both significant positive and negative effects on the SA objective(s).

Sustainability Appraisal Objectives and Cumulative Effects of Plan Policies

SA objective	Likely cumulative effect
SA 1: To ensure that everyone has the opportunity to live in a decent home	++
SA 2: To ensure ready access to essential services and facilities for all residents	++
SA 3: To strengthen community cohesion	++
SA 4: To improve the population's health and reduce inequalities	++/-
SA 5: Facilitate a sustainable and growing economy and a vital and viable town centre	++
SA 6: To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion	++/-
SA 7: To conserve the Borough's mineral resources	-
SA 8: To conserve the Borough's soils	++
SA 9: To maintain and improve the quality of the Borough's waters	+
SA 10: To reduce air pollution and ensure improvements in air quality	++/-
SA 11: To avoid and mitigate flood risk	+
SA 12: To minimise the Borough's contribution to climate change	++/-
SA 13: To conserve, connect and enhance the Borough's wildlife, habitats and species	++/-
SA 14: To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment	+/-
SA 15: To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape	+

Policy D1: Central Dartford Strategy

SA objective	D1
1. To ensure that everyone has the opportunity to live in a decent home.	+
2. To ensure ready access to essential services and facilities for all residents.	++?
3. To strengthen community cohesion.	++?
4. To improve the population's health and reduce inequalities.	++?
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	++
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	++/-
7. To conserve the Borough's mineral resources.	-?
8. To conserve the Borough's soils.	+
9. To maintain and improve the quality of the Borough's waters.	-?
10. To reduce air pollution and ensure improvements in air quality.	++/--
11. To avoid and mitigate flood risk.	--?
12. To minimise the Borough's contribution to climate change.	++/-
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	+/-?
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	+/-?
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	+

Policy D2: Central Dartford Development Principles

SA objective	D2
1. To ensure that everyone has the opportunity to live in a decent home.	++
2. To ensure ready access to essential services and facilities for all residents.	++
3. To strengthen community cohesion.	++
4. To improve the population's health and reduce inequalities.	++
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	++
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	++
7. To conserve the Borough's mineral resources.	0
8. To conserve the Borough's soils.	0
9. To maintain and improve the quality of the Borough's waters.	0
10. To reduce air pollution and ensure improvements in air quality.	++
11. To avoid and mitigate flood risk.	++
12. To minimise the Borough's contribution to climate change.	++
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	+
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	++
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	+

Policy D3: Mix of Uses in Dartford Town Centre

SA objective	D3
1. To ensure that everyone has the opportunity to live in a decent home.	+
2. To ensure ready access to essential services and facilities for all residents.	++?
3. To strengthen community cohesion.	+
4. To improve the population's health and reduce inequalities.	+
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	++
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	+?/-
7. To conserve the Borough's mineral resources.	-?
8. To conserve the Borough's soils.	+
9. To maintain and improve the quality of the Borough's waters.	-?
10. To reduce air pollution and ensure improvements in air quality.	--/+?
11. To avoid and mitigate flood risk.	--?
12. To minimise the Borough's contribution to climate change.	+?/-
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	0
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	+/-
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	+

Policy D4: Westgate Allocation

SA objective	D4
1. To ensure that everyone has the opportunity to live in a decent home.	+
2. To ensure ready access to essential services and facilities for all residents.	++?
3. To strengthen community cohesion.	++?
4. To improve the population's health and reduce inequalities.	++?
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	++
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	+/-
7. To conserve the Borough's mineral resources.	0
8. To conserve the Borough's soils.	++
9. To maintain and improve the quality of the Borough's waters.	0
10. To reduce air pollution and ensure improvements in air quality.	--/+
11. To avoid and mitigate flood risk.	--?
12. To minimise the Borough's contribution to climate change.	+/-
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	0
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	+/-?
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	++

Policy D5: East of Lowfield Street Allocation

SA objective	D5
1. To ensure that everyone has the opportunity to live in a decent home.	++
2. To ensure ready access to essential services and facilities for all residents.	++?
3. To strengthen community cohesion.	++?
4. To improve the population's health and reduce inequalities.	+
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	+
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	+/-
7. To conserve the Borough's mineral resources.	0?
8. To conserve the Borough's soils.	+
9. To maintain and improve the quality of the Borough's waters.	-?
10. To reduce air pollution and ensure improvements in air quality.	++/--
11. To avoid and mitigate flood risk.	--
12. To minimise the Borough's contribution to climate change.	+/-
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	0
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	+/-?
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	++

Policy D6: Priory Centre Allocation

SA objective	D6
1. To ensure that everyone has the opportunity to live in a decent home.	++
2. To ensure ready access to essential services and facilities for all residents.	++?
3. To strengthen community cohesion.	+
4. To improve the population's health and reduce inequalities.	+
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	++
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	+/-
7. To conserve the Borough's mineral resources.	0
8. To conserve the Borough's soils.	++
9. To maintain and improve the quality of the Borough's waters.	0
10. To reduce air pollution and ensure improvements in air quality.	--/+
11. To avoid and mitigate flood risk.	--?
12. To minimise the Borough's contribution to climate change.	+/-
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	0
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	+
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	++

Policy D7: Station Surrounds/ River Darent Area

SA objective	D7
1. To ensure that everyone has the opportunity to live in a decent home.	+
2. To ensure ready access to essential services and facilities for all residents.	+
3. To strengthen community cohesion.	++
4. To improve the population's health and reduce inequalities.	++
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	+
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	++/-
7. To conserve the Borough's mineral resources.	0?
8. To conserve the Borough's soils.	++
9. To maintain and improve the quality of the Borough's waters.	-?
10. To reduce air pollution and ensure improvements in air quality.	++/--
11. To avoid and mitigate flood risk.	--?/+
12. To minimise the Borough's contribution to climate change.	++/-
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	--/+
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	+/-?
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	++

Policy E1: Ebbsfleet and Swanscombe Strategy and Policy E2: Ebbsfleet Garden City Development Principles

SA objective	E1	E2
1. To ensure that everyone has the opportunity to live in a decent home.	++	+
2. To ensure ready access to essential services and facilities for all residents.	++	+
3. To strengthen community cohesion.	++	+
4. To improve the population's health and reduce inequalities.	++	+
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	++	+
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	++/-	+
7. To conserve the Borough's mineral resources.	-?	0
8. To conserve the Borough's soils.	++/-?	0
9. To maintain and improve the quality of the Borough's waters.	-	0
10. To reduce air pollution and ensure improvements in air quality.	++/--	+
11. To avoid and mitigate flood risk.	--?/+	0
12. To minimise the Borough's contribution to climate change.	++/-	++
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	++/-?	+
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	--?	+
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	+/-	+

Policy E3: Swanscombe

SA objective	E3
1. To ensure that everyone has the opportunity to live in a decent home.	+
2. To ensure ready access to essential services and facilities for all residents.	+
3. To strengthen community cohesion.	+
4. To improve the population's health and reduce inequalities.	+
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	0
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	+
7. To conserve the Borough's mineral resources.	0
8. To conserve the Borough's soils.	+
9. To maintain and improve the quality of the Borough's waters.	0
10. To reduce air pollution and ensure improvements in air quality.	+
11. To avoid and mitigate flood risk.	0
12. To minimise the Borough's contribution to climate change.	+
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	0
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	0
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	+

Policy E4: Ebbsfleet Central Allocation

SA objective	E4
1. To ensure that everyone has the opportunity to live in a decent home.	++
2. To ensure ready access to essential services and facilities for all residents.	++?
3. To strengthen community cohesion.	++?
4. To improve the population's health and reduce inequalities.	++?
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	++/-
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	++/-
7. To conserve the Borough's mineral resources.	-?
8. To conserve the Borough's soils.	--?/+
9. To maintain and improve the quality of the Borough's waters.	-?
10. To reduce air pollution and ensure improvements in air quality.	++/--
11. To avoid and mitigate flood risk.	--?
12. To minimise the Borough's contribution to climate change.	++/-
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	+/-?
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	--?
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	++/-?

Policy E5: Alkerden and Ashmere Allocation

SA objective	E5
1. To ensure that everyone has the opportunity to live in a decent home.	+
2. To ensure ready access to essential services and facilities for all residents.	++?
3. To strengthen community cohesion.	++
4. To improve the population's health and reduce inequalities.	++?
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	++
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	++/-
7. To conserve the Borough's mineral resources.	0
8. To conserve the Borough's soils.	--/+
9. To maintain and improve the quality of the Borough's waters.	-
10. To reduce air pollution and ensure improvements in air quality.	++/--
11. To avoid and mitigate flood risk.	0
12. To minimise the Borough's contribution to climate change.	++/-
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	--/+
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	--?
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	+/-?

Policy E6: Area North of London Road, Swanscombe

SA objective	E6
1. To ensure that everyone has the opportunity to live in a decent home.	+
2. To ensure ready access to essential services and facilities for all residents.	+
3. To strengthen community cohesion.	+
4. To improve the population's health and reduce inequalities.	+
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	+
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	+/-
7. To conserve the Borough's mineral resources.	-?
8. To conserve the Borough's soils.	++
9. To maintain and improve the quality of the Borough's waters.	-?
10. To reduce air pollution and ensure improvements in air quality.	++/--
11. To avoid and mitigate flood risk.	--?
12. To minimise the Borough's contribution to climate change.	+/-
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	--/+
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	--?
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	+

Policy M9: Sustainable Housing Locations

SA objective	M9
1. To ensure that everyone has the opportunity to live in a decent home.	+
2. To ensure ready access to essential services and facilities for all residents.	+
3. To strengthen community cohesion.	0
4. To improve the population's health and reduce inequalities.	+
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	+
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	+
7. To conserve the Borough's mineral resources.	0
8. To conserve the Borough's soils.	++
9. To maintain and improve the quality of the Borough's waters.	0
10. To reduce air pollution and ensure improvements in air quality.	+
11. To avoid and mitigate flood risk.	+?
12. To minimise the Borough's contribution to climate change.	+
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	+?
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	0
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	+?

Policy M13: Green Belt

SA objective	M13
1. To ensure that everyone has the opportunity to live in a decent home.	0
2. To ensure ready access to essential services and facilities for all residents.	0
3. To strengthen community cohesion.	0
4. To improve the population's health and reduce inequalities.	+
5. Facilitate a sustainable and growing economy and a vital and viable town centre.	+
6. To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce congestion.	0
7. To conserve the Borough's mineral resources.	0
8. To conserve the Borough's soils.	++
9. To maintain and improve the quality of the Borough's waters.	0
10. To reduce air pollution and ensure improvements in air quality.	0
11. To avoid and mitigate flood risk.	0
12. To minimise the Borough's contribution to climate change.	0
13. To conserve, connect and enhance the Borough's wildlife, habitats and species.	+
14. To conserve and/or enhance the significant qualities, fabric, setting and accessibility of the Borough's historic environment.	0
15. To conserve and enhance the special qualities, accessibility, local character and distinctiveness of the Borough's settlements, countryside and landscape.	+