

# CORE STRATEGY REVIEW: POLICY MONITORING

This document is a structured review of Dartford's Core Strategy Local Plan (adopted in 2011) appraising the progress made in delivering each policies, and the continuing applicability of the plan as a whole.




June 2018 Draft

2006-2018

# 1. INTRODUCTION

- 1.1 This document outlines the progress made on implementing and fulfilling the policies within the Core Strategy since the start of the plan period in April 2006. The plan still officially has several years to run, with a time horizon planning towards 2026. It is produced following amendment in winter 2017/18 to the Town & Country Planning (Local Planning) (England) Regulations. This stipulates Local Plans should be subject to a 'review'; a process not defined by government.
- 1.2 The council has a statutory responsibility to make public annual monitoring reports (AMRs) outlining data on development outcomes 'on the ground' against policy aims, and progress on matters such as Local Plan production. Dartford has in the past few years expanded its monitoring and reporting, providing an ongoing evaluation of existing local policy, most notably the Core Strategy. Detailed housing supply research has also been provided on an at least annual basis, indicating the Core Strategy's performance with respect to this central aim of national policy. AMRs and housing supply reports are a prime source of data for this document.
- 1.3 For the purposes of monitoring data presented this will include information up to the end of the 2016/17 monitoring year (unless otherwise stated), along with observations and data from a variety of sources. This allows for an assessment of progress of the Core Strategy in achieving its goals so far. The overall context is important: the Core Strategy is a long-term plan to regenerate the Borough and start transformation of Dartford's performance. Therefore it would not normally be expected that the majority of objectives are completed, however it is appropriate to consider the rate of progress.
- 1.4 It should also be noted that another Local Plan has been adopted: the Development Policies Plan 2017. This sits with the Core Strategy, it does not generally replace Core Strategy requirements (although they are sometimes updated). The principal role of the new Plan is to assist, and sometimes give impetus to, the achievement of Core Strategy objectives.
- 1.5 The Development Policies Plan 2017 (paragraph 1.6) notes: "finalisation of this Plan has involved confirming the consistency between national policy and Core Strategy policy". Information was also presented to the Inspector on the Core Strategy's ongoing effectiveness in overseeing sustainable development delivery in the Borough.
- 1.6 In terms of the approach in this review document, Table 1 below details the three 'status' levels that will be expressed for each clause in the Core Strategy policies (and the associated symbols).

**Table 1: Core Strategy Review Progress**

1. **Early Stages** (Limited outputs so far, or not commenced) 
2. **Further Work Continuing** (Evident progress on Preparation, but project needs to advance further) 
3. **Delivering/ Achieved** (Complete or nearly delivered) 




1.7 The document below follows the order of sections and policies in the Core Strategy including: *Where developments will take place*; *managing development*; *creating strong and prospering communities*; and *sustainable growth*. Each policy is set out in a table, firstly identifying each clause or 'requirement', their progress (which includes % complete where possible) and the subsequent status symbol.

1.8 The document was approved in May 2018 by Dartford's Cabinet. The Cabinet report noted that should subsequent consultation on Dartford Local Plan 'Strategic Issues' (which refers extensively to this document) require material changes to this document in response to objections, it will be reported back to Cabinet.



## 2. WHERE DEVELOPMENTS WILL TAKE PLACE

2.1 These policies set out the main areas of change in the Borough and proposals for sites within them. They comprise the spatial pattern of development for the Borough as a whole (CS1) along with the priority areas for development (incorporating two specific strategic sites with detailed policies and boundaries). It includes six policies:





- CS1: Spatial Pattern of Development
- CS2: Dartford Town Centre
- CS3: Northern Gateway Strategic Site
- CS4: Ebbsfleet to Stone Priority Area
- CS5: Ebbsfleet Valley Strategic Site
- S6: Thames Waterfront

<b>CS1 Spatial Pattern of Development</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
<b>(a) Dartford Town Centre &amp; Northern Gateway</b> - revitalisation of the town centre as a shopping, leisure and service centre for the surrounding communities, and complementary redevelopment of redundant land at the Northern Gateway to create a mixed community of homes and jobs supporting the town centre.	<ul style="list-style-type: none"> <li>• Increasing investment is occurring, including in shopping centres in the town and on Dartford's High Street.</li> <li>• The Town Centre Framework has been subject to help deliver the vision for a revitalised Dartford and progress previously stalled development plans, was subject to consultation in early 2018. It is apparent public feedback on its key proposals is very positive and helps facilitate planned SPD adoption later in the year.</li> <li>• As of April 2017, there were 841 homes complete in the Northern Gateway and Town Centre Priority Area. A further 1,600 have planning permission (500 under construction). A primary school is in the advanced stages of planning and anticipated to open its doors in September 2019.</li> </ul>	
<b>(b) Ebbsfleet to Stone</b> - bringing back into productive use former chalk quarries and integrating existing communities with the new facilities these developments can provide.	<ul style="list-style-type: none"> <li>• There have been 1,000 homes delivered in this area (April 2017), with a number of the key development sites complete.</li> <li>• At Stone Lodge, proposals for a rugby club were submitted in early 2018. Later phases are set to include a secondary school and residential units.</li> <li>• Ebbsfleet Garden City is underway with, 334 homes complete (April 2017) and community facilities now open. The Ebbsfleet Development Corporation (EDC) is now in place to speed delivery.</li> </ul>	
<b>(c) The Thames Waterfront</b> - bringing life and activity to the riverside through redevelopment of sites no longer required for their former uses, and creating	<ul style="list-style-type: none"> <li>• There have been over 2,000 homes delivered in this area (April 2017).</li> <li>• The largest of which being The Bridge where over 1000 homes have been delivered, along with new schools,</li> </ul>	

attractive mixed use development that provides public access to the river.	<p>community facilities, a local centre and employment uses.</p> <ul style="list-style-type: none"> <li>Other key development sites have also delivered a range of employment and residential uses.</li> </ul>	
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<b>CS2 Dartford Town Centre</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
(1a) Work with landowners, developers and government agencies to increase the range and improve the quality of the food, comparison shopping and leisure offer.	<ul style="list-style-type: none"> <li>There is evidence of new store openings and refurbishment plans have been completed or prepared for the shopping centres.</li> <li>Primary and Secondary Frontages are both showing strength, with high A1 retail and low vacancy.</li> <li>New foodstores have been completed; comparison provision has been stable.</li> <li>Range/ quality of leisure facilities has been improving e.g. through new restaurants.</li> <li>Continued liaison with key partners and stakeholders continues to occur to deliver the Town Centre Framework SPD and its proposals to help deliver Core Strategy aspirations for new leisure and other attractions, and improvements to the town's environment – notably through the creation of a new public square featured in the Framework.</li> </ul>	
(1b) Require planning applications for retail and leisure development within the town centre (Proposals Map 1) to demonstrate, commensurate to their size, their contribution to the achievement of the objectives set out in paragraph 2.18 above. In particular, how the proposal will ensure benefits are spread to the wider town centre	<p>Town Centre objectives (para 2.18) review:</p> <ol style="list-style-type: none"> <li>Overall data indications suggest the town is still locally competitive: retail rents and average footfall have been steadily increasing over recent years. Its shopping provision insofar as convenience goods are concerned has strengthened (Aldi and Lidl most recently).</li> <li>Work is still required to build on attractions, particularly in the evening. Central Park, Museum and Fairfield Pool have been upgraded and operate at weekends (and evenings in some instances). The co-op redevelopment site proposals should help to deliver this objective further as the town had a below average representation of leisure facilities such as family restaurant brands.</li> <li>Central Park refurbishment and continued market days twice a week are key aspects of the town and its identity. The Town Centre Framework looks to expand on the historical and market town status through public realm improvements and opening</li> </ol>	





	<p>up the town to Acacia Hall complex, including the River Darent.</p> <ol style="list-style-type: none"> <li>4. The town centre's captive population and potential customer base/ vibrancy is increasing. The build out of the Lowfield Street approved planning applications will significantly increase residents living centrally. Northern Gateway is well underway, with a significant number of homes being delivered.</li> <li>5. Outside of the improvements mentioned, proposals for major public space upgrades have not yet occurred but are in preparation: The Town Centre Framework looks to significantly improve public realm. This includes ambitious plans to enhance the pivotal environment north of Central Park/ east of Lowfield Street by creating a multi functional public square for Dartford; enhancing pedestrian space, the public realm and the setting of historic buildings.</li> <li>6. Dartford Wayfinding Project completed, further improvements being worked up via the Framework SPD.</li> </ol>	
(1c) Seek to deliver up to 1,030 homes and 300 jobs (B1 uses and A2 uses) in addition to jobs provided in retail and leisure uses.	<ul style="list-style-type: none"> <li>• There has been a clear net gain in homes within the town centre boundary; and it is expected a growth in jobs also.</li> <li>• 75 homes have been delivered in the Town Centre. The recent Lowfield Street application approval (for 548 homes) will see increased delivery.</li> <li>• Approximately 64 jobs have been delivered (net) through B1 and A2 new floorspace uses completed in the Town Centre; plus employment at the new supermarkets. Job levels may have also changed within existing premises and through non-commercial job generating uses e.g. cultural and community facilities and public services.</li> </ul>	✓
<p>(1d) Work with its partners to deliver the following sites for mixed-use development, incorporating retail and/or leisure proposals at ground level, and a mix of uses on upper floors that could include housing, office use and community facilities subject to meeting the objectives in para 2.18:</p> <ul style="list-style-type: none"> <li>• Lowfield St</li> <li>• Hythe St (former Co-op site)</li> <li>• Kent Rd (former Westgate car park)</li> </ul>	<p>Lowfield Street</p> <ul style="list-style-type: none"> <li>• 548 dwellings, retail units, office, cafe/micro-brewery, and car parking have been approved.</li> </ul> <p>Co-Op and Westgate Car Park</p> <ul style="list-style-type: none"> <li>• Proposals are currently being worked up for a new public square, a 109-bed hotel, additional town centre parking for shoppers and 140 new homes. In addition, six-screen cinema at the heart of a new social neighbourhood with bars and restaurants.</li> </ul>	✓

<p>(1e) Encourage proposals for refurbishment, extension or redevelopment of the Orchards and Priory Shopping Centres to provide enhanced and/or increased shopping and/or leisure facilities.</p>	<ul style="list-style-type: none"> <li>• Orchards Shopping Centre has recently undergone refurbishment, with three phases now all completed.</li> <li>• Priory Shopping Centre is under new ownership and there are a number of refurbishment plans in the pipeline, and units facing Lowfield Street refurbished .</li> </ul>	
<p>(1f) On the Station Mound site, work with partners to facilitate a new Dartford station building, improved interchange facilities at the station and create a high quality gateway into the town centre, through redevelopment of the site for a mix of uses, which could include cafes, pubs and restaurants, housing, employment (B1), hotel, community facilities and supporting retail and leisure uses.</p>	<ul style="list-style-type: none"> <li>• A new Dartford station building has been delivered and has transformed it as a gateway to Dartford.</li> <li>• Further work at Station Mound is still in the early stages but is in the pipeline as a key development site.</li> </ul>	
<p>(1g) Enhance the social and recreational role of the Acacia Hall complex and improve its linkages with Central Park and the town centre. Explore options for the eventual replacement of Fairfield Pool on the Acacia Hall site.</p>	<ul style="list-style-type: none"> <li>• Plans to integrate Acacia Hall with the town centre through opening up access onto Market Street are nearly at application stage.</li> <li>• Fairfield Pool is now to be retained after recently undergoing significant refurbishment/ rebuilding on the current site.</li> </ul>	
<p>h) Protect and enhance the town centre's historic environment, by requiring that development creates a sense of place by responding positively to the market town context and within and adjacent to the Conservation Area respecting the varied historic, heritage and archaeological context; work with landowners to improve buildings in the Conservation Area; maintain the historic garden landscape at Acacia Hall; and provide town heritage information in historically significant locations. The archaeological potential should be assessed prior to development through a desk-top study and investigated via fieldwork, where the desk-top study indicates this will be necessary, or through an archaeological watching brief, if</p>	<ul style="list-style-type: none"> <li>• Town centre applications within the Conservation Area have to abide by relevant historical policies. These have been strengthened by the Development Policies Plan (2017).</li> <li>• For example, shop frontages in recent years have had to be in keeping with the existing buildings (e.g. Esquires on the High Street)</li> <li>• The Town Centre Framework will look to enhance the heritage characteristics of the town centre.</li> </ul>	

appropriate. The approach to any finds of significance will be determined through an Archaeological Strategy or Framework, agreed in partnership with KCC.		
i) Use available resources to improve the public realm, in particular through improvements to Central Park, street environment enhancements in the High Street and the area around Dartford station.	<ul style="list-style-type: none"> <li>Central Park and Dartford station have been enhanced.</li> <li>Monies have been won for further public realm improvements: The Town Centre Framework looks to tackle this objective and improve the town centre public realm and connections across the town.</li> </ul>	✓
j) Enhance the biodiversity of the River Darent and create an Ecology Island between the two branches of the River Darent, as part of improvements to Central Park.	<ul style="list-style-type: none"> <li>This was delivered. It now features a new community open air cinema.</li> <li>A new scheme is being implemented in Acacia to bring environmental improvements to the bankside and enhance quality of the river Darent.</li> </ul>	✓
k) Work with its partners, with funding from development contributions and/or the Strategic Transport Programme (see Policy CS 16) to implement schemes giving greater priority to pedestrians, particularly at the eastern end of the High Street and Market Street and improving accessibility between bus stops and the main shopping area.	<ul style="list-style-type: none"> <li>Specific proposals, and funding sources, for a public square at Market Street and links to the eastern end of the High Street have been developed.</li> <li>This is a focus of the Town Centre Framework; and to improve the town centre public realm and connections across the town.</li> </ul>	✓
l) Require that new housing development contributes proportionally to the land and build costs of a new primary school at the Northern Gateway.	<ul style="list-style-type: none"> <li>This is now undertaken through the Community Infrastructure Levy (CIL), with appropriate funding allocated to the new school.</li> </ul>	★
m) Require that planning applications for development in Flood Zones 2 and 3 are accompanied by a site specific FRA to demonstrate that development is safe and will pass part C of the Exception Test, where applicable. These sites to also be sequentially tested to direct 'more vulnerable' uses to the parts of the site at less risk of flooding, where possible.	<ul style="list-style-type: none"> <li>An FRA is required for planning applications in Flood Zones 2 and 3.</li> <li>EA are also consulted on these applications and would assess vulnerability on a site by site basis.</li> </ul>	★
n) Prepare a Dartford Town Centre Supplementary Planning Document to provide further guidance on the implementation of the strategy for the town centre. The Development	<ul style="list-style-type: none"> <li>A draft SPD was prepared and an early draft made public, with full consultation with residents, business and organisations in 2018, including a Public Exhibition attended by c. 1,400 people.</li> </ul>	★



Management DPD will identify the primary shopping area, and consider primary and secondary shopping frontages and the management of uses within these.	<ul style="list-style-type: none"> <li>The draft Town Centre Framework will form the final Town Centre SPD, after amendments. Adoption expected in summer 2018.</li> <li>The Development Policies Plan was adopted in July 2017 and identified shopping frontages in the town centre.</li> </ul>	
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<b>CS3 Northern Gateway Strategic Site</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
a) Provision of up to 2,040 homes mainly as family housing but with apartments around the Mill Pond and at the southern end of the site. Specialist housing for the elderly may also be provided.	<ul style="list-style-type: none"> <li>776 homes have been delivered in the Northern Gateway Strategic Site.</li> <li>A further 1090 homes have planning permission, 470 of which are under construction (April 2017).</li> </ul>	
b) Provision of 1200 jobs in B1, B2 and B8 uses, as far as these are compatible with adjacent residential uses <sup>1</sup> .	<ul style="list-style-type: none"> <li>Approximately 291 new jobs have been created from new employment floorspace (183 net additional jobs).</li> <li>Further employment sites expected at former Unwin's site and at Northern Gateway North.</li> </ul>	
c) Provision of a mix of uses and the creation of a new area of public realm around the Mill Pond, creating a vibrant hub within the site, and an additional complementary attractor to the town centre. Uses may include local shops and leisure uses, a hotel, community facilities and cafes, pubs and restaurants fronting onto the waterside. A site management plan will be required to ensure the appropriate management of Dartford Fresh Marshes.	<ul style="list-style-type: none"> <li>The Mill Pond site is currently under construction, for 325 flats (and a further 403 at the adjacent Abbott Murex) along with 2,582 sq m of non-residential uses comprising office uses (Class B1/A2), retail, restaurant, café/ bar uses; and community and assembly/ leisure uses.</li> <li>The latest Dartford Fresh Marshes management plan was created in 2006.</li> <li>A primary school is in the advanced stages of planning and anticipated to open in September 2019.</li> </ul>	
d) Creation of multifunctional greenspace alongside the River Darent and within and across the site, providing at least 30% open space across the site <sup>2</sup> , with provision for biodiversity and landscape improvements as well as recreational, sporting and amenity areas. Land at Dartford Fresh Marsh, the Mill Pond and the provision of a park	<ul style="list-style-type: none"> <li>Some progress has been made, for example at the former Arjo Wiggins site. This includes new public realm, together with removal of flood protection that culverted the river to allow the embankment to become ecological greenspace.</li> <li>Dartford Fresh Water Marsh has a Management Plan as part of the development</li> </ul>	

<sup>1</sup> Office, light industrial, general industrial and storage and distribution

<sup>2</sup> Open Spaces Technical Paper, Dartford Borough Council, 2010

on the eastern side to form part of the provision.	<ul style="list-style-type: none"> <li>• Mill Pond will see improvements along the river and to Mill Pond lake through public realm improvements</li> <li>• A large park for Northern Gateway (East) is currently being developed.</li> </ul>	
e) Creation of footpaths and cycle paths along and across the River Darent, connecting to Mill Pond, into the town centre and to the wider Green Grid in the Borough.	<ul style="list-style-type: none"> <li>• Sites alongside river have provided new paths etc.</li> <li>• A new bridge linking across the river is being progressed.</li> <li>• Signage has been put in place to assist with links to wider networks.</li> </ul>	✓
f) Minimising the amount of traffic generated by the site, with an emphasis on sustainable forms of travel, with Fastrack provision through the site, direct access to Dartford station and foot and cycle connectivity. Car parking provision on the site to reflect its location adjacent to the station and town centre, with provision related to proximity to these facilities. Planning applications must be supported by a transport assessment which takes into account all planned development in the town centre as well as the Northern Gateway. In advance of a Community Infrastructure Levy (CIL), a proportionate contribution will be required towards short-term mitigation measures to address any impact of the proposal on Junction 1a of the M25 (A282). A Travel Plan will be required for each application. See also Policy CS 16, Transport Investment.	<ul style="list-style-type: none"> <li>• FastTrack routes provided through development although not operational yet.</li> <li>• Dartford Station direct access has not been achieved.</li> <li>• Travel Plans and assessment have been required.</li> </ul>	✓
g) Provision of a 2-form entry primary school on the site <sup>3</sup> , with developments in the Northern Gateway and Dartford Town Centre contributing proportionally to land and build costs of the school.	<ul style="list-style-type: none"> <li>• Plans are currently underway and moving forward to deliver a primary school on the saved site in Northern Gateway. This is anticipated to open September 2019.</li> </ul>	
h) Provision of primary health services, community meeting hall and other community facilities required, either on or off-site, in a way that best meets the needs arising from the new development as well as	<ul style="list-style-type: none"> <li>• Continued discussions are ongoing with CCG regarding health provision. With current plans indicating a Health Hub in Dartford Town Centre to provide for the wider community; well located off-site within walking distance of the Northern Gateway.</li> </ul>	

<sup>3</sup> Infrastructure Background Paper, Dartford Borough Council, 2010

supporting neighbouring communities.		
i) Achievement of at least Code Level 4 <sup>4</sup> in the energy category in advance of mandatory requirements. Where development commences in advance of a mandatory requirement for Code Level 6, buildings to be designed in a way that enables the retro-fitting of sustainable energy technologies for example through solar thermal, photovoltaic systems, ground source heat pumps. This may also be facilitated by the provision of or re-use <sup>5</sup> of on-site zero/low carbon Combined Heat and Power Plant (CHP) to serve the development. The potential of the CHP to supply a wider area to be explored.	<ul style="list-style-type: none"> <li>• Code level 4 has been achieved.</li> <li>• CHP potential was not taken forward.</li> <li>• Central government have scrapped the Code for Sustainable Homes; new energy requirements are not to be taken forward by local planning policies.</li> </ul>	
k) Promotion of development that reflects and interprets the riparian and industrial heritage associated with the area, in order to create a sense of place. Archaeological potential within the site should be assessed prior to development through a desk-top study and investigated via fieldwork, where the desk-top study indicates this will be necessary, or through an archaeological watching brief during development, if appropriate. The approach to any finds of significance will be determined through an Archaeological Strategy or Framework, agreed in partnership with KCC.	<ul style="list-style-type: none"> <li>• Design details for Northern Gateway have taken into account the industrial heritage and have utilised this.</li> </ul>	
2. Planning applications must be supported by a transport assessment which takes into account development proposals for the site as a whole, as well as proposed developments in Dartford Town Centre. A Travel Plan will be required for each of the sub-sites. Local access	<ul style="list-style-type: none"> <li>• Travel assessments have been a requirement for all applications.</li> </ul>	

<sup>4</sup> Code for Sustainable Homes, DCLG, 2008

<sup>5</sup> There is currently a CHP plant on site serving the industrial operations.





improvements related to proposed development will be required to be delivered by developers.		
3. The Council will prepare an Infrastructure Delivery Plan, in partnership with landowners, developers and service providers. This will guide the provision and funding of community and infrastructure facilities for each of the sub-sites.	<ul style="list-style-type: none"> <li>The latest updated Infrastructure Delivery Plan was published in December 2017 (Revision from Nov 2012).</li> <li>This updated Infrastructure Delivery Plan (IDP) sets out a variety of projects that have been identified by the Council and infrastructure providers including KCC, CCG, EA, and HE to support planned development in the Borough and to meet the new demands this will generate.</li> </ul>	★
4. Land uses impacting on the viability of the town centre will not normally be acceptable.	<ul style="list-style-type: none"> <li>No new use has been implemented that would affect town viability.</li> </ul>	★
5. Employment uses successfully operating on the site, including at Riverside Industrial Estate and Victoria Industrial Park, will be protected, whilst the demand for them exists.	<ul style="list-style-type: none"> <li>Sites have been designated as Identified Employment Areas in the Development Policies Plan (2017) and therefore are given further protection as employment sites.</li> </ul>	★

<b>CS4 Ebbsfleet to Stone Priority Area</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
a) New residential communities focused on Ebbsfleet Valley and Stone, providing up to 7,850 homes within the Plan period, with further development beyond 2026 <sup>6</sup> .	<ul style="list-style-type: none"> <li>1,012 homes have been delivered between Ebbsfleet and Stone, and a further 334 homes at Ebbsfleet Valley Strategic Site. Therefore 17% of the 'up to' total has been delivered so far. The following policy explores Ebbsfleet Valley in more detail.</li> </ul>	✓
b) Local community facilities, with a new primary school <sup>7</sup> , GP premises <sup>8</sup> , an enhanced community meeting place and improved facilities at Stone. A range of facilities in the Ebbsfleet Valley (see Policy CS5) to support the new residents and enhance provision for existing residents, in particular, a new secondary school and its sporting facilities	<ul style="list-style-type: none"> <li>A primary school has been opened in Ebbsfleet (Eastern Quarry). Plans for a secondary school have not yet been delivered.</li> <li>Stone Pavilion opened in November 2011 to provide a meeting space and community hall facilities for residents. This also includes office space for the parish clerk.</li> <li>New education and health facilities are in preparation at Stone.</li> </ul>	💬

<sup>6</sup> These outcomes refer to Dartford Borough Council area only. Planning consents for Eastern Quarry and Ebbsfleet do not place a restriction on the rate at which delivery comes forward, subject to providing the necessary infrastructure, and this Plan does not seek to impose such a restriction. See also Paragraph 2.45.



<sup>7</sup> Infrastructure Background Paper, Dartford Borough Council, 2010


<sup>8</sup> Infrastructure Background Paper, Dartford Borough Council, 2010

and a lifelong learning centre at Eastern Quarry. All new development will be required to contribute proportionally to the land and build costs of facilities, in relation to the demand generated by that development. (see also Policy CS26/1b).	<ul style="list-style-type: none"> <li>Plans and schemes are in progress to provide the relevant supporting facilities for Ebbsfleet Garden City, including education, open space and health facilities.</li> <li>Options are being explored at Ebbsfleet Central with the EDC vision being a commercial centre for business, education, research and development, along with leisure and recreation.</li> </ul>	
C) 9,700 jobs in offices and other B1 uses, provided within the Plan period, with a concentration of these in the Ebbsfleet Valley <sup>9</sup> .	<ul style="list-style-type: none"> <li>Approximately 433 new jobs have been created from new employment floorspace (280 net additional jobs). This has mainly been at Bluewater, Stone, not B1 office/ light industrial employment.</li> <li>Ebbsfleet Central proposals are yet to be implemented.</li> </ul>	
d) distinctive network of multifunctional green spaces defining each community and serving recreational and biodiversity functions. This will include natural habitat enhancement and making existing spaces publicly accessible at Craylands Gorge, St Clements Valley, the eastern end of Stone Lodge and the former Stone House Hospital; creating new spaces in the Ebbsfleet Valley and at St James Lane Pit; and improvements to Stone Recreation Ground.	<ul style="list-style-type: none"> <li>A variety of green spaces have been provided at development sites e.g. Stone Lodge Hospital. With all large sites meeting the 30% requirement of open space provision.</li> <li>Stone Neighbourhood Plan is currently being progressed which seeks to encourage the development of open space in Stone.</li> <li>Proposals are already submitted for Stone Lodge which includes new park land and outdoor sports.</li> </ul>	
e) A centre of excellence for sport and recreation at Stone Lodge, expanding on the existing Olympic-level provision on the site. <sup>10</sup>	<ul style="list-style-type: none"> <li>Detailed planning is currently being worked up with an application expected in 2018.</li> </ul>	
f) Physical integration of Bluewater with the existing and proposed residential communities surrounding it, with footpaths, cycle paths and buses, including Fastrack. Options for the evolution of Bluewater which provide for a wider range of uses will be explored with the owners and relevant stakeholders, where this	<ul style="list-style-type: none"> <li>Plans are in place to link through Bluewater with Ebbsfleet Garden City through existing tunnels. This will include a FastTrack route through the whole of the Eastern Quarry site – linking to Bluewater.</li> <li>Further consideration of Bluewater's role and potential expansion beyond retail and community use is still required.</li> </ul>	




<sup>9</sup> These outcomes refer to Dartford Borough Council area only. Planning consents for Eastern Quarry and Ebbsfleet do not place a restriction on the rate at which delivery comes forward, subject to providing the necessary infrastructure, and this Plan does not seek to impose such a restriction. See also Paragraph 2.45.




<sup>10</sup> Sports Facilities Technical Paper, Dartford Borough Council, 2010


can provide synergies with Ebbsfleet and does not adversely impact on neighbouring town centres (see also Policy CS 12).		
g) Linking of communities, facilities and key activity hubs through the Fastrack bus network, with a new link from Ebbsfleet through Eastern Quarry to Bluewater.	<ul style="list-style-type: none"> <li>This is still planned and set to be implemented later in the plan period.</li> </ul>	
h) Built development reflecting the varied heritage of the area in order to create a sense of place. Provision of interpretation facilities, focusing on recent quarry-related industrial heritage as well as activity from earlier archaeological periods. The archaeological potential of parts of the Ebbsfleet Valley should be assessed prior to development through a desk-top study, and investigated via fieldwork, where the desk-top study indicates this will be necessary, or through an archaeological watching brief. The approach to any finds of significance will be determined through an Archaeological Strategy or Framework, agreed in partnership with KCC. Where there is an approved archaeological strategy as part of an extant planning consent, this will take precedence over this part of the policy.	<ul style="list-style-type: none"> <li>Public art has been provided at the first Eastern Quarry Park.</li> <li>The Eastern Quarry s106 requires the provision of funding to KCC to provide an interpretative centre or the provision of space for facility.</li> <li>The public art strategy for EQ reflects the archaeological potential from Palaeolithic, through the world war to industrial archaeology.</li> <li>The Ebbsfleet Garden City Implementation Framework indicates the new Ebbsfleet Central Park will have a role in the interpretation of heritage assets and the SSSI.</li> </ul>	

<b>CS5 Ebbsfleet Valley Strategic Site</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
1a) a community of up to 10,000 homes, (up to 5,250 assumed to be provided in the Plan period)	<ul style="list-style-type: none"> <li>The Ebbsfleet Development Corporation (EDC) has been established by central government. It is the lead authority within the Ebbsfleet area for matters such as planning applications and co-ordinating local infrastructure.</li> <li>334 homes have been delivered in Ebbsfleet Valley Strategic Site. This is 6% of the assumed number of be provided in the plan period. The first completion was not recorded until 2014/15.</li> </ul>	



	<ul style="list-style-type: none"> <li>The EDC has been put in place to speed delivery, with housing completion rates expected to grow in the coming years. A further 550 homes a year are required if the target of 5,250 is to be met – last year (2016/17) delivery was 214 units in the EDC area.</li> </ul>	
1b) a business district providing approx 16,900 jobs, (up to 9,500 assumed to be provided in the Plan period)	<ul style="list-style-type: none"> <li>As at April 2017, 0 jobs have been provided in Ebbsfleet Valley Strategic Site. This is expected to grow as local centres are built and if Ebbsfleet Central comes forward.</li> </ul>	
1c) leisure and retail uses to support local residents, workers and visitors	<ul style="list-style-type: none"> <li>A pub has been constructed at Ebbsfleet Green (former Northfleet West sub station site).</li> <li>The first Local Centre in Eastern Quarry reserved matters was recently approved.</li> </ul>	
1d) community facilities required to support the residential community	<ul style="list-style-type: none"> <li>The first primary school in Eastern Quarry has recently opened (September 2017); as has a community hall, with more facilities planned in later phases.</li> </ul>	

<b>CS6 Thames Waterfront</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
a) Supporting residential development of up to 3,750 homes, including on the Swanscombe Peninsula as part of mixed-use development, completion of permitted residential development at The Bridge and the former Everards site; and in the event that assessment demonstrates cargo-handling not to be viable, mixed-use development including riverside greenspace at Thames Europort.	<ul style="list-style-type: none"> <li>2,060 homes have been delivered in the Thames Waterfront Priority Area. This is 55% of the delivery required to meet the 3,750 figure by 2026.</li> <li>Everards is complete, with one final phase remaining for Ingress Park.</li> <li>The Bridge mixed use site is also nearly complete, offering some 1,500 homes along with a local centre, community facilities and significant employment space.</li> <li>Thames Europort has not been redeveloped.</li> </ul>	
b) Development at Swanscombe Peninsula to be fully integrated with Ingress Park, providing shared community facilities and local shops. The need for a primary school on the site will be kept under review. Master planning of the site will define the arrangement of land uses on the site and will be informed by detailed ecological studies to ensure that the biodiversity of the Peninsula is preserved.	<ul style="list-style-type: none"> <li>New plans by private sector investors for the Peninsula have led to a proposal, classified as a National Infrastructure Project, for London Resort, an international theme park.</li> </ul>	
c) Supporting employment at Swanscombe Peninsula, which,	<ul style="list-style-type: none"> <li>Approximately 4,236 (36%) new jobs have been created from new employment</li> </ul>	

<p>subject to further feasibility and impact assessments may include an Environmental Technology Park, incorporating a low/zero carbon Combined Heat and Power Plant, utilising Bells Wharf and Whites Jetty for the transport of goods and material. At Littlebrook, logistics activities will be supported. The continued development of Crossways for a mix of employment uses will be supported, as will The Bridge for a mix of B1, B2 and B8 uses and other employment generating uses.</p>	<p>floorspace (3,961 net new jobs) in the Thames Waterfront Priority Area.</p> <ul style="list-style-type: none"> <li>• The proposal for London Resort is anticipated to provide approximately 6,500 full time equivalent jobs and further in Resort hotels. There is also potential claimed for indirect jobs (16,000 full time equivalent). This would be a leading source of employment and leisure facilities for this area, Ebbsfleet and the wider region.</li> <li>• 19,409 sq m net gain of employment floorspace has been completed at Crossways Business Park.</li> <li>• 86,137 sq m net gain of employment floorspace has been delivered at The Bridge.</li> <li>• Therefore 125,000sqm of employment floorspace has been constructed in the period, including at Littlebrook, contributing to Dartford's current position as a net generator of jobs for residents in the sub-region. Job generation levels would be significantly accelerated were the London Resort scheme to occur.</li> </ul>	
<p>d) Supporting new development incorporating sporting facilities and waterside activities, including boating facilities, pubs and restaurants, providing that river navigation, hydrology, traffic, parking and ecological impacts can be addressed and that development is appropriate to the character of the area.</p>	<ul style="list-style-type: none"> <li>• 7,926 sq m of D1 community floorspace has been constructed at The Bridge. A primary school, a university technical college, a pub/ restaurant and local uses and the Fastrack dedicated bus route system have all been delivered.</li> </ul>	



## Summary:

- Please note data in this section does not account for the high level of growth reported in 2017/18, which will be reported in the 2018 AMR.
- The policy-by-policy analysis shows that developments have taken place (or proposals come forward) at all the **main planned areas for new communities** in the Borough (CS1). Some, 4,250 homes and 5,000 jobs (from new floorspace) have been delivered in the Strategic Sites and Priority Areas since 2006.
- Development has started at planned locations. Although bringing land forward on **large brownfield sites** is particularly complex, and there was a significant aftermath in house building following the recession; the rate of delivery on these sites has caught up significantly towards Core Strategy expectations (the majority of housing delivery has been on brownfield sites). This is important for ensuring regeneration of Dartford is maintained and positive developments continue on these long-term sites.
- Many residential sites in the **Northern Gateway, Thames Riverside, and Stone** have been completed (policies CS3, CS6 & CS4).
- The evaluation shows progress in both private development and supporting facilities are at 'early stages' at **Ebbsfleet** (policy CS5), particularly as no redevelopment has occurred near the International station. However this is relative to the huge scale of the project which will extend well beyond the Core Strategy period.
- More recently, **house building** at Ebbsfleet has increased, and examples of non-residential development and new infrastructure provision have been achieved. The EDC is to be kept in place to continue to assist and speed up delivery across Ebbsfleet.
- More **residential** development needs to be completed in the town centre to match expected levels (policies CS2). The amount of development here and at Northern Gateway has not yet led to construction of major new **health and educational** facilities, although detailed plans are being finalised with the authorities responsible for delivering this social infrastructure. Further information can be found in the [Town Centre Framework](#).

### 3. MANAGING DEVELOPMENT

3.1 These policies set out the sets out how the overall level of development in the Borough will be co-ordinated and managed so as to ensure Dartford's development leads to an improvement in the Borough's environment and economy. This includes ten policies:

#### **Economy**

- CS7: Employment Land and Jobs
- CS8: Economic Change
- CS9: Skills and Training

#### **Homes**

- CS10: Housing Provision
- CS11: Housing Delivery

#### **Retail**

- CS12: Network of Shopping Centres

#### **Green Belt and Green Space**

- CS13: Green Belt
- CS14: Green Space

#### **Transport**

- CS15: Managing Transport Demand
- CS16: Transport Investment



CS7 Employment Land and Jobs		
Requirement	Progress	Status
<p>1. In the period 2006-2026, identified sites and potential new service jobs provide sufficient capacity to achieve a net growth of up to approximately 26,500 jobs through:</p> <p>a) The development of 750,000 sq m gross of employment floorspace (B1, B2, B8, A2 and sui generis<sup>11</sup>. The Council will work with landowners, partners and Locate in Kent to bring the sites forward for development and to identify users for the sites</p> <p>b) Take-up of vacancies of existing employment estates</p> <p>c) Protection of existing employment areas for B1, B2, B8 and A2<sup>12</sup>, except where the site is identified in policies CS3 and CS6 for non-employment uses.</p> <p>d) Facilitating job growth in services needed to support the growth in population, through identification of sites and granting of planning permission for retail, leisure and community facilities and working in partnership with service providers, including Kent County Council and the Health Authority to ensure that the provision comes forward.</p>	<ul style="list-style-type: none"> <li>133,189 sq m of net gain (18%) in employment floorspace has been recorded since 2006/07 (214,050 Gross). <ul style="list-style-type: none"> <li>28,943 sq m of this is Office floorspace (B1a and A2).</li> <li>-9,214 sq m of this is Industrial floorspace (B1 &amp; B2).</li> <li>111,695 sq m is Storage and Distribution floorspace (B8).</li> <li>1,765 sq m of this is Sui Generis</li> </ul> </li> <li>The total number of employees has grown in Dartford Borough by 9,700 between 2006 and 2014. This is a rise of nearly 20%. An estimated 6,200 jobs have been created from all new floorspace gains (2006-17)</li> <li>The adoption of the DP Plan has secured the Identified Employment Areas to offer them greater protection.</li> </ul>	✓
2. Distribution of employment floorspace	<p>Dartford Town Centre and Northern Gateway Priority Area</p> <ul style="list-style-type: none"> <li>Gross B1a/A2: 3,163</li> <li>Gross B2: 1,051</li> <li>Gross B8: 12,789</li> <li>Gross SG: 684</li> <li><b>Total: 17,687sqm (43%)</b></li> </ul> <p>Ebbsfleet to Stone Priority Area</p>	✓

<sup>11</sup> Dartford's Strategic Employment Land Availability Assessment, Dartford Borough Council, 2010 and Economy and Employment Technical Paper, Dartford Borough Council, 2010

<sup>12</sup> As identified in the Dartford Economy and Employment Technical Paper, Dartford Borough Council, July 2010, section 3 Employment Estates

	<ul style="list-style-type: none"> <li>• There has been only a small amount of commercial floorspace delivered in this Priority Area.</li> </ul> <p>Thames Waterfront Priority Area</p> <ul style="list-style-type: none"> <li>• Gross B1a/A2: 31,658</li> <li>• Gross B1: 11,565</li> <li>• Gross B2: 7,957</li> <li>• Gross B8: 125,556</li> <li>• Gross SG: 90</li> <li>• <b>Total: 176,826sqm (39%)</b></li> </ul> <p>Other (North of A2)</p> <ul style="list-style-type: none"> <li>• Gross B1a/A2: 3,001</li> <li>• Gross B1: 1,475</li> <li>• Gross B2: 975</li> <li>• Gross B8: 7,334</li> <li>• Gross SG: 308</li> <li>• <b>Total: 13,093sqm (48%)</b></li> </ul> <p>Other (South of A2)</p> <ul style="list-style-type: none"> <li>• Gross B1a/A2: 1,094</li> <li>• Gross B1: 2,327</li> <li>• Gross B2: 225</li> <li>• Gross B8: 1,415</li> <li>• Gross SG: 399</li> <li>• <b>Total: 5,460sqm (218%)</b></li> </ul> <p>Net Jobs from employment use floorspace:</p> <ul style="list-style-type: none"> <li>• Town Centre and Northern Gateway: -87</li> <li>• Ebbsfleet to Stone: 280</li> <li>• Thames Waterfront: 3,960</li> <li>• Other (North of A2): -74</li> <li>• Other (South of A2): 37</li> <li>• <b>Total: 4,118 jobs (17%)</b></li> </ul> <p>Jobs are also provided through a range of other uses and development, particularly the service sector which has grown strongly .e.g. retail and community uses.<sup>13</sup></p>	
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<sup>13</sup> Statistics are provided from Dartford internal development monitoring




<b>CS8 Economic Change</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
<p>The Council will seek a transformation of the economy by focusing on key growth sectors, in particular:</p> <p>a) Office uses including financial and business services; government, and ICT related activity.</p> <p>b) High technology, specialist manufacturing and engineering (advanced manufacturing)</p> <p>c) Logistics, transport and distribution.</p> <p>d) Environmental technologies.</p> <p>e) Creative industries, hospitality and leisure.</p> <p>f) Built environment and construction.</p>	<p>According to KCC's BRES 2015-16 Report, Dartford has seen growth in:</p> <ul style="list-style-type: none"> <li>• Human health and social work activities</li> <li>• Transportation and storage</li> <li>• Real estate agent activities</li> <li>• Professional, scientific and technical activities</li> </ul> <p>Looking at patterns since 2009, the highest employment sector remains retail, which accounts for 22%. The largest overall increased between 2009-15 was in administrative and support service activities, health care, transport and construction. The largest decline was in manufacturing.</p> <p>Logistics and distribution has undoubtedly grown through new development. Hospitality and leisure developments are now growing.</p>	
<p>4. The development of a knowledge-based economy will be promoted by the Council through:</p> <p>a) The implementation of the Science Park at the Bridge</p> <p>B) Exploring the potential of an environmental technology park on the Swanscombe Peninsula.</p> <p>a) Continuing to focus on research and development in the sustainable technologies field.</p>	<p>The Bridge has nearly been completed and is a mixed use site. This includes a business and innovation park to encourage a range of office, industrial, science and technology activities.</p> <p>Swanscombe peninsula is currently having plans developed for a theme park: London Resort.</p>	

<b>CS9: Skills and Training</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
<p>To ensure the provision of a locally skilled workforce to support the economic transformation of the Borough, the Council will:</p> <p>a) Work with its partners to provide training in the skills required for future growth sectors, including construction, hospitality, retailing, environmental technologies, logistics, finance, business and IT.</p> <p>b) Work with partners to secure funding and progress proposals for training and education establishment including a Higher Education presence, linked to Dartford Science Park at the Bridge, including The Sustainable Construction Academy (Suscon) and The Institute for Sustainability. These will focus on sustainable environmental technologies and sustainable construction techniques.</p> <p>c) Work with Groundwork and partners to secure continued funding for IT training for residents.</p> <p>d) Require developments, commensurate with their size, to contribute to the:</p> <ul style="list-style-type: none"> <li>• delivery of skills training, through other agencies if appropriate, to develop skills needed in association with the construction and operation of the development;</li> <li>• promotion of apprenticeships and work placements within the development itself and throughout the supply chain;</li> <li>• provision of local schools with curriculum-based educational material, linked to the job opportunities in the new development.</li> </ul>	<p>The Bridge development site has established a centre for skills learning. There will soon be primary, secondary and higher education for all ages provided.</p> <p>Suscon (part of North Kent College) and the Leigh UTC (University Technical College) both offer skilled based courses and training. Suscon is a leading sustainable construction training facility.</p> <p>A <a href="#">learning shop</a> is in operation at Bluewater.</p>	



<p>e. Work with developers and Employ Kent Thameside<sup>14</sup> to provide a job shop in the Borough on one of the large sites at any one time, as phasing permits.</p>		
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<sup>14</sup> Employ Kent Thameside is an organisation working to support the Kent Thameside Learning and Skills Strategy

CS10 Housing Provision												
Requirement	Progress	Status										
<p>1. In order to meet housing needs and to provide an impetus for regeneration of the Borough, land is allocated for housing in accordance with the spatial strategy set out in Policy CS 1. The capacity between 2006 and 2026 is as follows:</p> <table><tr><td>Dartford Town Centre inc Northern Gateway</td><td>up to 3,070</td></tr><tr><td>Ebbsfleet to Stone</td><td>up to 7,850</td></tr><tr><td>Thames Waterfront</td><td>up to 3,750</td></tr><tr><td>Other sites north of A2</td><td>up to 2,400</td></tr><tr><td>Sites south of A2, normally provided within</td><td>200</td></tr></table>	Dartford Town Centre inc Northern Gateway	up to 3,070	Ebbsfleet to Stone	up to 7,850	Thames Waterfront	up to 3,750	Other sites north of A2	up to 2,400	Sites south of A2, normally provided within	200	<p>As of April 2018, a total 7,462 homes have been delivered during the plan period, including the recent monitoring year just passed (2017/18).</p> <p>Disaggregated figures are only available to 2016/17 i.e. do not currently include the over 1,000 units completed in the Borough in 2017/18. Totals to 2016/17:</p> <ul style="list-style-type: none"><li>• Dartford Town Centre: 75/1030</li><li>• Northern Gateway Strategic Site: 766/2040</li><li>• Ebbsfleet to Stone: 1012/2600</li><li>• Ebbsfleet Valley Strategic Site: 334/5250</li><li>• Thames Waterfront: 2060/3750</li><li>• Other Sites North of A2: 1763/2400</li><li>• Other Sites South of A2: 422/200</li></ul> <p>A total 6,431 homes were delivered during the plan period (2006-17).</p>	
Dartford Town Centre inc Northern Gateway	up to 3,070											
Ebbsfleet to Stone	up to 7,850											
Thames Waterfront	up to 3,750											
Other sites north of A2	up to 2,400											
Sites south of A2, normally provided within	200											
<p>2. The Council will support proposals for housing as identified through the strategic site allocations in Policies CS 3 and 5 and shown on the Proposals Map.</p>	<p>This is being undertaken (see page 8 and 13 for Policies CS3 and 5 respectively).</p>											
<p>3. Housing proposals will also be supported in the broad locations for development, as identified in Table 1 below and shown on Diagram 2, subject to compliance with other policies in this Plan and with future Local Development Documents.</p>	<p>This is being undertaken (see pages 3-16)</p>											



<p>4. Planning applications for sites not identified as deliverable or developable in the SHLAA<sup>15</sup> will be assessed in the same way as planned development by consideration of:</p> <p>a)The sustainability of the site for housing development<sup>16</sup>;</p> <p>b) Whether benefits of development outweigh disbenefits;</p> <p>c)The capacity of the current and proposed infrastructure to serve the development taking into account committed and planned housing development<sup>17</sup>;</p> <p>d) Where spare capacity is not available, the ability of the site to provide for the requirements it generates.</p>			<p>Windfall criteria are followed and supported by the Housing Windfall SPD (2014) and the Development Policies Plan (policy DP6).</p> <p>79.4% (target of 80%) of all development has occurred on brownfield sites. This is set to rise as large brownfield sites at Northern Gateway and Ebbsfleet continue to come forward.</p> <p>Accessibility of new housing developments to public transport and services is an important planning consideration, strengthened by the adoption of the DPP.</p> <p>The 2015/16 AMR reported that through infrastructure as at 2011 the vast majority of the Borough has access to Town Centre and Darent Valley Hospital within 45mins by bus.</p>												
<table><tr><td></td><td>No. of homes</td></tr><tr><td>2006-2011</td><td>Up to 2,300</td></tr><tr><td>2011-2016</td><td>Up to 5,100</td></tr><tr><td>2016-2021</td><td>Up to 5,600</td></tr><tr><td>2021-2026</td><td>Up to 4,300</td></tr><tr><td>TOTAL</td><td>Up to 17,300</td></tr></table>		No. of homes	2006-2011	Up to 2,300	2011-2016	Up to 5,100	2016-2021	Up to 5,600	2021-2026	Up to 4,300	TOTAL	Up to 17,300		<ul style="list-style-type: none"><li>• 2006-2011 saw 2,386 homes delivered.</li><li>• 2011-2016 saw 2,883 homes delivered – delivery rates declined due to recession’s aftermath but have now recovered.</li><li>• 2016-2021 has so far seen 2,193 completions in two years (data to 2017/18 included).</li><li>• This leaves 9,838 units in the remaining eight years before the up to 17,300 level is breached.</li><li>• As of April 2018, there are over 12,000 houses in the Borough with planning permission.</li></ul>	
	No. of homes														
2006-2011	Up to 2,300														
2011-2016	Up to 5,100														
2016-2021	Up to 5,600														
2021-2026	Up to 4,300														
TOTAL	Up to 17,300														


CS11 Housing Delivery		
Requirement	Progress	Status
<p>The Council will work to achieve the delivery of a balanced relationship between homes, jobs and infrastructure<sup>18</sup> from the outset of development and in the long term by:</p> <p>a) Working in partnership with developers to bring forward delivery of infrastructure as part of housing</p>	<p>Ongoing discussions and agreements with both developers and other strategic partners for infrastructure are taking place. CIL is in place for Dartford, along with the STIP programme. Further details are under CS15 and CS16. See infrastructure update in the <a href="#">2016 AMR</a> for further information, and funding collected for the town centre in the <a href="#">Framework</a>.</p>	


<sup>15</sup> Strategic Housing Land Availability Assessment, Dartford Borough Council, 2010

<sup>16</sup> Sustainability Assessment of Housing Sites, Dartford Borough Council, 2010


<sup>17</sup> Infrastructure Background Paper, Dartford Borough Council, 2010



<sup>18</sup> Infrastructure includes social and community infrastructure, transport, water utilities, green infrastructure and flood defences (Policy CS26 provides further guidance on infrastructure provision).

development through financial contributions as well as delivery in-kind.		
b) Working with service providers, including Kent County Council, the Health Authority and the Highways Agency to ensure up-to-date assessments of infrastructure capacity and the delivery of required provision at the appropriate time and place.		
c) Working to achieve the funding to provide the required facilities (see Policy CS 26)		
d) Monitoring the delivery of homes and jobs and the relationship between the different elements of delivery, taking management action to address the imbalance where critical trigger points are reached (see Table 5, Chapter 6).	Dartford's job density ratio stood at 1.03 in 2015/16 (NOMIS). The density figures represent the ratio of total jobs to population aged 16-64. This has increased from 0.88 in 2009. This is higher than Dartford's neighbours: Gravesham (0.49), Sevenoaks (0.82), Bexley (0.56) and Thurrock (0.68). Additionally, it is higher than the Kent average of 0.78, the South East average of 0.86 and GB average of 0.83 (all figures 2015).	

<b>CS12 Network of Shopping Centres</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
<p>1. A network of complementary shopping centres will be developed and supported, comprising:</p> <p>a) Dartford Town Centre (see also Policy CS 2)</p> <p>b) Bluewater (see also Policy CS 4)</p> <p>c) Ebbsfleet/Eastern Quarry (see also Policies CS 4 and 5, and Diagram 6).</p> <p>d) Longfield (along with Table 4)</p> <p>2. These will act as the main foci for shopping and leisure activity and be based on the roles for each centre identified in Table 3 below.</p> <p>3. The Council will work with developers and grant planning consent for development that supports these respective roles.</p>	<p>Retail floorspace changes in these centres is as follows<sup>19</sup>:</p> <p>Dartford Town Centre:</p> <ul style="list-style-type: none"> <li>• Net loss of 9,765sqm A1 – primarily due to the loss of co-op which is currently having new development proposals worked up</li> <li>• Net loss of 300sqm A2.</li> <li>• Net gain of 200sqm A3.</li> <li>• Net loss of 430sqm A4.</li> <li>• Minimal net changes in A5.</li> </ul> <p>Bluewater:</p> <ul style="list-style-type: none"> <li>• Two large A1 retail expansions have occurred to expand stores, including H&amp;M.</li> <li>• Net gain in 2,000sqm A1.</li> <li>• Minimal net changes in A2.</li> <li>• Net gain of 2,500sqm A3.</li> <li>• Minimal net changes in A4.</li> <li>• Net gain in 200sqm of A5.</li> </ul>	


<sup>19</sup> Statistics are provided from Dartford internal development monitoring


<p>Table 4 will act as a guide to the appropriate amount of retail floorspace at each of the centres, also taking into account the factors identified below.</p>	<p>Ebbsfleet:</p> <ul style="list-style-type: none"> <li>• Ebbsfleet is still at an early stage with regards to retail. So far, a public house/ restaurant has been completed at Ebbsfleet Green, totalling 734sqm of A3/A4.</li> <li>• Approximately 25,000 Retail floorspace has been granted permission at Eastern Quarry.</li> <li>• The first local centre to include 900sqm of retail floorspace at Eastern Quarry has been approved.</li> </ul> <p>Longfield</p> <ul style="list-style-type: none"> <li>• There has been no net change in A1, A3 or A4 since the start of the plan period.</li> <li>• There has been a net gain of 300sqm of A5, and a net loss of 300sqm or A2.</li> <li>• Longfield District Centre remains stable, with minimal changes in the last 3 years.</li> </ul>	
<p>Dartford Town Centre</p> <p>4. Assessment of planning applications within the town centre boundary will take into account:</p> <p>a) the urgent need for regeneration and the potential for the proposal to contribute to the overall aims of Policy CS 2;</p> <p>b) the ability of the scheme to attract more shoppers from the immediate catchment, thereby supporting sustainable travel patterns;</p> <p>c) where proposals exceed the guidance levels, in addition to 1 and 2 above, the likely impact of the scheme on neighbouring town centres.</p>	<p>This clause is taken into account when applications are determined. The draft Town Centre SPD and the new retail policies in the Development Policies Plan build on these aims to provide a vibrant town centre. Primary and Secondary frontages have been identified in the town centre with strict guidance on any change of uses.</p>	

<p>Bluewater</p> <p>5. The assessment of proposals will take into account:</p> <ul style="list-style-type: none"> <li>a) the ability of the scheme to attract more shoppers from the immediate catchment, thereby supporting sustainable travel patterns;</li> <li>b) the ability of a scheme to maintain and support Bluewater's role as a specialist regional comparison shopping centre and provide an offer which is distinct from that of nearby town centres;</li> <li>c) the potential of a scheme to provide impetus for early delivery in the Ebbsfleet Valley and to support the success of Ebbsfleet;</li> <li>d) proposals exceeding the guidance levels will be subject to a retail assessment carried out in consultation with neighbouring authorities and taking into account the likely impact of the scheme on neighbouring town centres and regional considerations.</li> </ul> <p>6. Proposals will also need to ensure that:</p> <ul style="list-style-type: none"> <li>a) impact on the highway network is minimised through a range of measures, including improved access by public transport, walking and cycling;</li> <li>b) the design integrity of the centre is maintained;</li> <li>c) the parkland setting is maintained and enhanced as a recreational and biodiversity resource and as flood risk mitigation;</li> <li>d) employment and training strategies target local people.</li> </ul>	<p>This clause has been taken into account when applications were determined.</p> <p>Planning permission was granted in 2017 for a 30,000sqm expansion to the shopping centre through part demolition, alteration and refurbishment of existing buildings/structures and erection of new buildings/structures to provide retail and related uses (Use classes A1-A5). A Retail Impact Assessment (RIA) was carried out by the applicant and independently reviewed with the impact and potential mitigation of proposals on town centres and the region fully scrutinised; and addressed in the conditions on, and Section 106 agreement with, the permission.</p>	
<p>7. An early review of retail policies in this Plan will be undertaken, in order to assess changing patterns of retail behaviour as a result of the new population; the impact on market shares arising from development in Dartford centres, as well as development outside Dartford; and to assess the effectiveness of the policies in ensuring an appropriate balance</p>	<p>The adopted Development Policies Plan confirmed that an early review of retail policy will occur, as part of Dartford's whole Local Plan review that will be produced in line with the Local Development Scheme.</p>	

between the Dartford shopping centres.		
8. The Development Management DPD will contain policies on the management of these centres as well as the identification and management of local centres.	The adopted Development Policies Plan set out individual policies (policy DP14-18) for each type of centre and provided District Centre and Neighbourhood Centre designations.	★

<b>CS13 Green Belt</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
In order to protect the openness of the Green Belt the Council will: a. Resist inappropriate development, in accordance with PPG2, through its development control decisions.	Dartford continues to resist inappropriate development in the Green Belt. Data is available for recent years, whereby AMRs have analysed all the types of development permitted in the Green Belt, thereby confirming their scale or type and providing a framework for identification of development likely to impact on the permanent openness of the Green Belt.  With the adoption of the Development Policies Plan, there are now more detailed policies which help protect it. Two largest sites built on green belt are a development of 149 homes on the former Axton Chase School site (approved pre adoption) and a development of 30 homes on Hook Place Farm. Both were on previously developed land.	★
b. Work with its partners to actively manage the Green Belt as a recreational and ecological resource, through the provision of green recreational and biodiversity networks linked with the urban area. The following projects will be implemented: <ul style="list-style-type: none"> <li>• Enhancement of rural reaches of the Darenth Valley</li> <li>• New Countryside Gateway at South Darenth Lakes</li> <li>• Dartford Heath –restoration of heathland</li> <li>• Darenth Country Park improvements</li> <li>• Darenth Woods natural habitat enhancements</li> <li>• Beacon Woods Country Park improvements</li> <li>• Former Mabledon Hospital – enhancement of areas of ecological value</li> </ul>	<ul style="list-style-type: none"> <li>• Enhancement of rural reaches of the Darenth Valley: a) Enhancement Plan produced.</li> <li>• New Countryside Gateway at South Darenth Lakes: a) Part of the wider Darenth Valley Landscape Partnership Scheme – which commenced 2017</li> <li>• Dartford Heath –restoration of heathland: a) Clearing of not native Highland vegetation to assist with regeneration of heather and gorse (with Groundwork and NWKCP). Additionally, regular maintenance also occurs (with assistance from community).</li> <li>• Darenth Country Park improvements: a) Scheduled grounds maintenance activities have occurred in relation to pathways etc. plus our Countryside team work on</li> </ul>	☁

<ul style="list-style-type: none"> <li>Better connectivity between Dartford and Gravesham countryside through Ebbsfleet Valley and A2 corridor</li> </ul>	<ul style="list-style-type: none"> <li>areas such as replacing fences, coppicing etc.</li> <li>Darenth Woods natural habitat enhancements: <ul style="list-style-type: none"> <li>a) Reactive work occurs primarily re maintenance. The Forestry Commission has done some research relating to insects/beetles.</li> </ul> </li> <li>Beacon Woods Country Park improvements <ul style="list-style-type: none"> <li>a) The Friends of Beacon Woods Country Park was set up in 2012 to help manage the park as a community project and encourage use of the park.</li> </ul> </li> <li>Former Mabledon Hospital – enhancement of areas of ecological value <ul style="list-style-type: none"> <li>a) Application for crematorium approved, to include landscaping and ecological enhancement.</li> </ul> </li> <li>Better connectivity between Dartford and Gravesham countryside through Ebbsfleet Valley and A2 corridor <ul style="list-style-type: none"> <li>a) EDC have commenced Bean Triangle environmental improvements strategy. Further work to be completed in later phases of Ebbsfleet Garden City</li> </ul> </li> </ul>	
2. Agricultural land uses within the Green Belt will be protected. More detailed policies will be set out in the Development Management DPD.	DP22 Green Belt in the Borough in The Development Policies Plan (2017) sets out more detailed green belt policy.	

CS14 Green Space		
Requirement	Progress	Status
1. The Council will work with its partners to implement a multi-functional, high quality, varied and well-managed Green Grid <sup>20</sup> . It will deliver this by: a) Facilitating the creation of approximately 300 hectares of new	78.5 ha of open space (34.7%) has been provided/designated at large sites. Further large areas of open space are planned at Ebbsfleet Garden City.  Under the Development Policies Plan, 27ha of Protected Local Greenspace	

<sup>20</sup> Green Grid – a strategic network of multi-purpose, attractive public open spaces consisting of green corridors, rivers, lakes and landscapes linked via a series of urban and countryside footpaths, Public Rights of Way, cyclepaths and roads, and designed to connect the main open areas within the urban area to the River Thames, the River Darent, the countryside to the south, the existing communities within the urban area, new communities within development sites and communities and open spaces beyond the Borough boundaries.



or improved green spaces as part of new developments by 2026.	(PLGS) across 27 sites was designated which provides similar protection to green belt.	
<p>b) Requiring new development to make a contribution to the Green Grid network as follows:</p> <ul style="list-style-type: none"> <li>• Sites of 20 ha and over: at least 30% of the site area</li> <li>• Sites of between 20ha and 2ha: at least 20% of the site area</li> <li>• Sites of less than 2ha will be considered on a site by site basis.</li> </ul>	Overall, the open space policy requirements are being met across the borough for large sites (over 20 hectares).	★
<p>c) Where on-site open space is not appropriate or feasible, contributions may be sought for off-site improvements of open space in the vicinity of the site. Provision of specific types of green space and water bodies to cater for diverse community needs, including older children and teenagers; natural habitats and biodiversity corridors, and for mitigation of flood risk, will be provided within the overall allocation.</p>	<p>Overall various types of spaces have been provided, including: various play spaces, pocket parks, play space, larger parks, some water bodies and biodiversity improvements and flood risk measures, e.g. through SUDS.</p> <p>Enhancements have also taken place. For example, Central Park in Dartford Town Centre has seen refurbishment and a variety of uses maintained, from a skatepark to various natural improvements.</p>	✓
<p>d) Working with its partners to implement the projects below, in addition to those in Policy CS 13, through the Council resources and grant funding and as part of the Thames Gateway Parkland project:</p> <ul style="list-style-type: none"> <li>• Darenth Valley corridor – an enhanced path and landscape from the River Thames through Central Park in Dartford Town Centre to the open countryside</li> <li>• Central Park – expansion of the park, increased facilities and restoration of its traditional character</li> <li>• Thames Riverside Path – joining together the existing sections to create a continuous high quality path</li> <li>• Dartford Marshes – delivery of the ‘Managing the Marshes’ project which aims to conserve, manage and enhance the grazing marsh</li> <li>• New Countryside Gateway at South Darenth Lakes</li> <li>• Better connectivity between Dartford and Gravesham countryside through Ebbsfleet Valley and A2 corridor</li> </ul>	<ul style="list-style-type: none"> <li>• Darenth Valley corridor – an enhanced path and landscape from the River Thames through Central Park in Dartford Town Centre to the open countryside: <ul style="list-style-type: none"> <li>a) Enhancement Plan produced</li> </ul> </li> <li>• Central Park – expansion of the park, increased facilities and restoration of its traditional character: <ul style="list-style-type: none"> <li>a) Complete</li> </ul> </li> <li>• Thames Riverside Path – joining together the existing sections to create a continuous high quality path: <ul style="list-style-type: none"> <li>a) Part complete – bridge pending</li> </ul> </li> <li>• Dartford Marshes – delivery of the ‘Managing the Marshes’ project which aims to conserve, manage and enhance the grazing marsh: <ul style="list-style-type: none"> <li>a) Ongoing</li> </ul> </li> <li>• New Countryside Gateway at South Darenth Lakes: <ul style="list-style-type: none"> <li>a) Part of the wider Darenth Valley Landscape Partnership Scheme – which commenced 2017</li> </ul> </li> <li>• Better connectivity between Dartford and Gravesham countryside through Ebbsfleet Valley and A2 corridor</li> </ul>	✓

<ul style="list-style-type: none"> <li>• Creation of a nature reserve east of Stone Lodge</li> <li>• Significant biodiversity improvements at development sites include Ebbsfleet Valley, Swanscombe Peninsula and the Northern Gateway.</li> </ul>	<ul style="list-style-type: none"> <li>a) New footlink provided from Eastern Quarry to Ebbsfleet International Station. A new bridge to Gravesham is under construction to link the station better with Northfleet.</li> <li>• Creation of a nature reserve east of Stone Lodge <ul style="list-style-type: none"> <li>a) Scheme being bought forward, including remediation works.</li> </ul> </li> <li>• Significant biodiversity improvements at development sites include Ebbsfleet Valley, Swanscombe Peninsula and the Northern Gateway. <ul style="list-style-type: none"> <li>a) Ongoing</li> </ul> </li> </ul>	
<p>e) Protecting and enhancing existing open spaces, including those shown in Diagram 8 and those identified and designated as locally important, the diverse landscape character, areas of nature conservation value, Sites of Special Scientific Interest, National Nature Reserves and local wildlife sites, community and ancient woodlands, as well as priority habitats and species, both in the urban and rural area. Biodiversity enhancements will be focussed on the Biodiversity Opportunity Areas. Protection and enhancement of biodiversity on brownfield development sites will be based on survey data.</p>	<p>Protection of land has been enhanced through a new Policies Map. 1,449 ha of land was identified as Borough Open Space.</p> <p>Monitoring of nature designation data is undertaken every year to ensure there are minimal adverse effects. Over 90% of SSSI land remains categorised as in 'favourable' condition<sup>21</sup>.</p>	✓
<p>2. Further guidance on the quality, quantity, management, maintenance and delivery of the component parts of the open space will be set out in the Development Management DPD and/or future SPDs.</p>	<p>DP23 Protected Local Green Space, DP24 Borough Open Space and DP25 Nature Conservation and Enhancement in The Development Policies Plan (2017) sets out more detailed greenspace policy.</p>	★

<b>CS15 Managing Transport Demand</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
<p>1. In order to reduce the need to travel, minimise car use and make the most effective use of the transport network, the Council will:</p> <p>a) Encourage mixed use development and close interrelationship between</p>	<p>This has occurred, with interrelationship being achieved on site through a close relationship between local sites and facilities. This has to be appropriate to the scale of the development and therefore can only be seen being delivered on large sites.</p>	✓






<sup>21</sup> AMR 2017



complementary land uses: homes, jobs, shops and leisure, recreational and community facilities.	For example, The Bridge provides residential, community, employment and retail services all in one place. As Ebbsfleet Garden City continues to take shape, the vision is that it becomes a centre for both residential and employment and the subsequent accompanying facilities <sup>22</sup> .	
b) Require major development sites to make provision for Fastrack as part of planning proposals. In addition to provision on identified sites, extension or improvement of the network will also be considered on major sites, where potential demand from the development justifies <sup>23</sup> it and where this would benefit the wider network.	Fastrack has been put in place at the Bridge and plans to put a link through Northern Gateway are in place once the Mill Pond site opens. A further link through Ingress Park has also opened. Fastrack will also run through Ebbsfleet/Eastern Quarry to Bluewater once complete.	✓
c) Work in partnership with Kent County Council, other partners and transport operators to deliver appropriate long term operating arrangements to ensure the success of Fastrack and ensure that the benefits of Fastrack, where embedded in existing communities, are not lost.	Further improvements and extensions are being considered at the moment through collaboration with KCC.	
d) Work in partnership with Kent County Council and transport operators to improve conventional bus services. Where appropriate, major developments will be required to facilitate new services, improved frequencies or extensions to existing bus services. Provision of services will be required to serve early residents on developments with long build-out times.	<p>Some new services and temporary new services have been introduced to accommodate large sites. For example, Eastern Quarry early phases are serviced by busses.</p> <p>High capacity and frequent services (Sapphire service) running between Dartford and Gravesend, which have been enhanced over the plan period.</p> <p>Additional local area busses have been introduced to service other local areas, e.g. Dart1 and Dart2.</p>	✓
e) Work in partnership with Network Rail, train operating companies and other partners to enhance capacity and journey times of train services and to improve stations and station interchanges.	<p>Improvements have taken place at a number of stations, although these have been limited in scope at some e.g. Swanscombe.</p> <p>Capacity and journey times need to be enhanced further.</p> <p>Partnership work has expanded. This includes dialogue in response to franchise for south eastern services and the Kent Rail Network Study. In particular, detailed exploratory project work is being</p>	

<sup>22</sup> EDC [Implementation Framework](#) (2017)

<sup>23</sup> As assessed by means of a Transport Assessment

	undertaken with Network Rail and TfL as part of the ongoing <a href="#">Crossrail extension to Ebbsfleet (C2E)</a> working group.	
f) Work in partnership with Kent County Council and transport operators to deliver an integrated transport network and integrated ticketing across different modes of transport.	<p>Contactless payment as part of integrated fares for London public transport was introduced at Dartford railway station.</p> <p>KCC are developing pilot projects on integrated ticketing, but these are not in Dartford. In the future, these will hopefully expand if deemed successful.</p>	
g) Work in partnership with developers, Kent County Council and cycling groups to implement an integrated walking and cycling network joining communities with the facilities they need to access, including public transport facilities, primarily through the Green Grid (see Policy CS 14) and including the Public Rights of Way network. Grant funding will be sought to help implement the network.	Sustrans have produced a route assessment study on key cycle routes in the Borough. Improvements will be implemented through development and CIL funding. The council is developing an initial Borough wide strategy.	
h) Require that major new residential or trip generating development is supported by a travel plan containing a package of measures ensuring sustainable travel, linked to monitoring and management of targets.	This is taking place. Both KCC and DBC have input.	
i) Encourage the use of the River Thames for the sustainable transport of goods and passengers as set out in Policy CS 6.	Emerging riverside developments are expected to include transport of goods by river in their construction. The Thames Clipper has run a trial to extend services to Gravesend (with potential to make permanent depending on results) and further opportunities for stops in Dartford will be explored.	
j) Develop a Car Parking SPD, with standards taking account of availability of alternative means of transport, and the need to support the requirements of family life through provision of visitor parking. In advance of the SPD, Kent County Council's standards will be applied to new development. <sup>24</sup>	A Parking SPD was adopted in 2014.	

<sup>24</sup> Residential Parking, Interim Guidance Note 3, Kent County Council and SPG4, Kent County Council for non-residential development

<b>CS16 Transport Investment</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
In order to enable the transport network to respond to the pressures of new development, the Council will:	A STIP Board has been set up, and development and external funding allocated to agreed schemes. The first STIP scheme commenced 2018 at St Clements Way.	
a) Work with its partners to deliver a Strategic Transport Infrastructure Programme to ensure that the transport network operates at acceptable levels and that the transport infrastructure is in place to support new development. The Programme will be kept under review to ensure it meets these objectives.		✓
b) Work with its partners to progress design of the schemes and identify any land requirements. Any requirement for the safeguarding of land and/or Compulsory Purchase Orders will be set out in a future DPD.	DBC has engaged with partners to progress design of schemes, such as the A2 Bean / Ebbsfleet junction. At this point, no DPD has been set out on CPO matters, as this has not been required.	✓
c) Seek an appropriate level of contributions from development, either financially or in kind, to fund the infrastructure required. This will initially be sought as pooled contributions through Section 106 Agreements. The Council will, at the earliest opportunity, introduce a Community Infrastructure Levy as a longer term funding mechanism.	CIL was introduced in April 2014. Since this point, new Section 106s have not been applied to STIP schemes.	★
d) Work in partnership to achieve funding for any identified shortfall towards the Strategic Transport Infrastructure Programme.	This is being taken forward by the STIP Board and partnership grouping.	✓
e) Off-site transport improvements relating directly to an individual development, including site access and local junction and road improvements will be required through S106 and S278 agreements in addition to any pooled payments towards the Strategic Transport Infrastructure programme.	Small scale junction and crossing improvements have been provided off site through S106 and S278 agreements, E.g. on Bean Road.	✓
f) Work with Kent County Council to address local road improvements, public transport, walking and cycling initiatives through Local Transport Plan funding.	DBC has engaged with KCC on schemes and approach within both the Local Transport Plan and Freight Plan for Kent.	✓




## SUMMARY:

- This broad theme covers a range of strategic aims for the economy, green infrastructure and transport.
- It can be seen from evaluation that major positive outcomes have been achieved in Dartford's **economic performance** (policies CS7-10), **above and beyond economic growth elsewhere**. How housing development is balanced with economic growth locations and has been achieved is set out in policies CS10-11, including a jobs density ratio of 1.03.
- Development progress is overall on track on this basis, with significant **development as planned on major sites at Thames Riverside, north of Dartford Town Centre and at Stone**. Levels of development on large sites have been catching up after the recession, but delivery was sustained through targets being approached or passed on smaller sites/ rural locations. Only Borough-wide figures on housing completions are available for 2017/18, but this total again exceeded 1,000 dwellings.
- Given positive signs more recently, residential development at Ebbsfleet and the town centre should accelerate with planning permissions in place.
- With changes in the **retail sector** and emerging new concentrations of consumers a review of retail policy will be necessary under policy CS12 (and more recent policy DP14).
- Retail matters were considered closely in preparing the Development Policies Plan. In terms of the main retail centres in the Borough (Core Strategy policy CS12) a varying degree of change is found in the assessment.
- **Bluewater** has seen some incremental expansion, although its large scale major increase in floorspace has been permitted under policy CS12. There has been stability at Ebbsfleet Central (no development) and Longfield. National restructuring of retail provision was felt in Dartford Town Centre (e.g. increased café/retail floorspace, less A1 goods floorspace), although more recently new supermarkets and independent businesses have opened. An improved local environment for retail and leisure is being taken for through the Town Centre Framework SPD.
- The Core Strategy objective of protecting the **Green Belt** (policy CS13) has been achieved. The Development Policies Plan and new Policies Map have enhanced this and (particularly) an enhanced planning framework for managing the many other greenspaces in the Borough.
- Improvements have been achieved in **greenspace provision**, particularly through new developments (CS14). However the rate of progress in achieving upgrades sought for existing greenspaces, and outdoor facilities in the Green Belt, has been slower in some instances than desirable.
- **Transport** is a major issue in Dartford. Analysis below against anticipated Transport projects shows progress, particularly in achieving objectives in CS16 Transport Investment.
- Policy CS15 has a mixed list of travel projects associated with service and infrastructure providers. Overall a number of large long term projects remain at 'early stages'. Some of these have been completed, but further work is required; particularly increasing the rate of delivering major ambitions for new networks of transportation modes other than the car i.e. Fastrack, river transport, upgrading rail services.

## 4. CREATING STRONG AND PROSPERING COMMUNITIES




4.1 These policies focus on the life of communities and addresses the issues that are important to people's everyday lives and local neighbourhoods. This includes building homes that are popular and meet the functional requirements of households, providing a mix of homes that is appropriate to needs and supports economic growth, and provision of local facilities to help healthy lifestyles, community wellbeing, and cultural and personal enrichment. This section includes six policies:

- CS17: Design of Homes
- CS18: Housing Mix
- CS19: Affordable Housing
- CS20: Gypsies and Travellers
- CS21: Community Services
- CS22: Sports, Recreation and Culture Facilities

<b>CS17 Design of Homes</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
To achieve living environments that enrich the quality of life and provide the conditions for communities to flourish the Council will: a) Require the application of the principles of the Kent Design Guide in developing housing proposals	The Development Polices Plan builds on these objectives in addition to the Kent Design Guide.	
b) Require that the criteria identified as locally important are addressed in the design of homes. These include: <ul style="list-style-type: none"> <li>• Internal spaces that are appropriate and fit for purpose</li> <li>• Adequate internal storage and recycling storage space</li> <li>• Garages, where provided, are of a fit for purpose size</li> <li>• Secure arrangements for management and maintenance of communal areas.</li> <li>• Useable private amenity space, usually provided as a garden in family houses and a balcony, patio or roof garden in flats.</li> <li>• High quality communal open space</li> <li>• Priority for those on foot or bicycle in internal estate roads</li> </ul>	The Development Polices Plan builds on these objectives and enforces national space standards. Additional expectations include for internal and external space, usability and storage; and communal open space. Given the details and variations in residential units built, it is not possible to quantify the delivery of these aspects; however it is believed the 2017 DP Plan is likely to secure an increase in the extent which sites meet all these guidelines.	
2. Further policies and guidance on these matters will be	DP2 Good Design in the Development Polices Plan builds on these objectives.	

set out in the Development Management DPD and SPD's.		
3. Sites will be developed at a variety of densities, depending on their location and accessibility to public transport. The form and density of housing will vary across the larger sites, in response to accessibility and other characteristics of each part of the site. Variations in density across a site should be used to develop different character areas.	Densities across Dartford have varied but remained in line with Core Strategy principles. Land has been used efficiently as appropriate, and dwelling size not adversely impacted. This has allowed for different types and character of development to be created across the Borough.	★
4. Broad indications of appropriate average net densities are as follows: a) Rural Village sites: below 40 dwellings/ha	Rural village sites have kept within the 40dph threshold. For example, Axton Chase development of 149 units was at a dph of 30. Hook Place Farm is 15dph. However, the Mount (14 units) was higher at 64 dph due to nature of the site and it being a conversion.	★
b) Dartford town centre, Northern Gateway, Ebbsfleet Valley Strategic Site, Thames riverside sites (outside Conservation Area) and other major sites which integrate Fastrack: over 50 dwellings/ha	This is being achieved, with all large development sites appropriately exceeding 50dph.	★
c) Other urban sites: 35-55 dwellings/ha	This is being achieved. With the majority of sites falling within the designated density range. However, some earlier approved (pre adoption) large sites are slightly higher/lower.	★





<b>CS18 Housing Mix</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
<p>1. In order to achieve a mix of housing sizes that meets needs and provides an appropriate long-term balance in the housing stock, the Council will:</p> <p>a) Aim to keep the proportion of houses to flats at an approximate ratio of 70:30 of the housing stock over the Plan period. This will be achieved by:</p> <ul style="list-style-type: none"> <li>normally requiring new development comprising 100 homes or more to provide approximately: <ul style="list-style-type: none"> <li>70% as family houses of two bedrooms or more, with the exception of locations identified below</li> </ul> </li> </ul>	<p>Since the start of the plan period, larger sites that have been completed or are under construction have had a split of 49% flats, and 51% houses. The 2011 Census reported that there was an existing housing stock of 78% houses and 22% flats.</p> <p>A variety of housing sizes have been achieved. 35% of the 6780 units at larger sites that are either complete or under construction are 2 bed flats – this makes up the largest proportion. The next highest proportion are 3 bed houses at 28%, followed by 4 bed houses at 13% and 1 bed flats at 12%</p> <p>On smaller sites, the split is 52% flats and 48% houses over 2013-2016.</p>	★

<ul style="list-style-type: none"> <li>- Of which, 5% provided as family houses with 4 or more bedrooms, with the exception of locations identified below</li> <li>- 30% as flats</li> <li>• On developments of less than 100 homes, there will be a presumption in favour of providing a majority of family houses of 2 bedrooms or more with the exception of the locations below.</li> <li>• In the following locations a higher proportion of flats may be acceptable: <ul style="list-style-type: none"> <li>- Dartford Town Centre Priority Area (including Northern Gateway (see Policy CS 3(1))</li> <li>- Ebbsfleet Valley Strategic Site (see Policy CS 5(3))</li> <li>- Thames Waterfront sites</li> </ul> </li> </ul>		
<p>b) Require that, where flats/apartments are provided, the accommodation is designed to a high quality, with generous internal space standards; the provision of private amenity space, such as balconies or roof gardens, wherever possible; and provision of outdoor and/or indoor communal space.</p>	<p>Through the adoption of the Development Policies Plan, all applications need to meet the Nationally Described Space Standards.</p> <p>EPC new build data, indicates that houses and flats have 'got larger' in Dartford, with new developments having a higher average size than those in existing neighbourhoods (see Density Study) and are compatible with CABE national averages.</p> <p>Larger schemes have provided an element of communal space, for example, Ingress Park has produced a community facility. Provision has been / is to be provided at large mixed use sites such as The Bridge and Ebbsfleet.</p>	
<p>c) Require developments to demonstrate that they are providing the maximum practical proportion of homes built to Lifetime Homes standards<sup>25</sup>. Further details will be set out in the Development Management DPD.</p>	<p>It is unclear that the proportion of dwellings built as Lifetime Homes was maximised, however this national standard has been phased out. Now, Policy DP8: Residential Space and Design in New Development in the Development Policies Plan sets out how development should contribute to accessible / adaptable accommodation unless strong justification for why this is not possible, using new nationally described criteria.</p>	
<p>d) Support the provision of specialist accommodation for older</p>	<p>There have been 34 gains in C2 bed spaces, and 33 losses in C2 bed spaces</p>	

<sup>25</sup> Dartford Strategic Housing Market Assessment, Dartford Borough Council, 2010








people <sup>26</sup> and wheelchair accessible housing.	(Net of +1). There are also 87 bed spaces currently with permission.  The Development Policies Plan Policy DP8 as stated above sets out accessibility and adaptability requirements, encouraging wheelchair accessible housing.	
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<b>CS19 Affordable Housing</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
1. To ensure that the needs of households requiring affordable housing are met, the Council will: a) In the urban area: require private housing development of 15 units or more(net) or site size of 0.5ha or more to deliver 30% of the units as affordable housing.	Overall there have been over 1,100 affordable homes demonstrated by local evidence to have been built in the plan period to 2016/17(this does not include discount sale). Government data suggest this has been complemented by acquisition of units by Housing Associations. At least 1,000 new affordable homes anticipated in the next 5 years. This policy operates in the context of strong national policy.	
b) In the rural area (to the south of the A2): require private housing development of 2 or more units (net) to deliver 50% of the units as affordable housing.	In the rural area, mostly commuted sums were provided in place of affordable units at small sites. Larger sites such as Axton Chase and Hook Place Farm delivered affordable units on site.	
c) Promote tenure mix which meets the needs and aspirations of residents by requiring a minimum of 50% and maximum of 80% of affordable housing developed as part of private developments to be provided as intermediate housing, with the remainder provided as social-rented housing. The amount will be determined on a site by site basis, taking into account site characteristics and development viability, and in the light of regularly reviewed assessment of local housing need.	The tenure split for affordable homes completed is 71% affordable rent and 29% shared ownership. However this is line with the Development Policies Plan that acknowledges 50% affordable rent, or more, may now be more appropriate and achievable in the current housing market.	
d) Working with its partners, including Registered Social Landlords, private developers and the Homes and Communities Agency to ensure that the intermediate homes provided are at a cost which addresses local needs. This would require shared ownership levels predominantly at	Continued work is ongoing with registered providers, with the Housing Team taking the lead on this.	








<sup>26</sup> Dartford Strategic Housing Market Assessment, Dartford Borough Council, 2010








25% to 50% share, as financial viability allows.		
e) Require that, where possible, an element of 3 plus bedroom social-rented housing is provided as part of the affordable housing element.	This has occurred in some circumstances. For example, at Axton Chase 2 social rented 3 bed homes were delivered.	
f) Work with HCA to achieve public sector funding towards affordable housing, in order to make development viable.	Government schemes allowed for housing revenue incomes to be used to deliver social housing.	

<b>CS20 Gypsies and Travellers</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
<p>The Council will work with Kent authorities to agree a sub-regional distribution of traveller and travelling showpersons pitches. In identifying sites to meet an agreed requirement, the Council will take into account.</p> <p>a) Impact of proposed pitch provision on adjacent residential communities</p> <p>b) Accessibility of a proposed location to educational, health, community facilities and public transport;</p> <p>c) Protection of the openness of the Green Belt;</p> <p>d) The availability and delivery of sites;</p> <p>e) Other planning constraints, including flood risk</p>	<p>The sub-regional distribution of gypsy and travellers has not progressed. However, the council has engaged with other Kent authorities on traveller need and pitch provision through Duty to Cooperate engagement.</p> <p>Since the start of the plan period, 16 pitches have been approved by the Council and a Gypsy and Traveller Need Assessment was carried out.</p> <p>Progress on the development and implementation of policy and site allocation for gypsies in the Borough has been delayed by lack of certainty and government interventions in Dartford on the national approach towards gypsy and traveller sites, since the 2011 adopted Core Strategy.</p>	
2. The Council will provide four additional pitches to meet the needs of existing households on the Council-owned Claywood Lane traveller and gypsy site.	This was provided.	
3. Potential for additional pitches will be explored on or as extensions to existing sites as well as in new locations, subject to potential sites meeting the criteria above and addressing the needs of the gypsy community.	<a href="#"><u>GTTS Implementation Strategy</u></a> has been developed which looks at future site provision.	
4 The Council will produce an Implementation Strategy for the delivery of identified sites.		

<b>CS21 Community Services</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>

1. To ensure that community needs for services are provided in an appropriate location and in a timely and effective way, the Council will: a) Require that community services are provided as part of major development proposals, where provision is needed to meet the generated demand.	Large new developments such as The Bridge, Ebbsfleet and Northern Gateway all have community facilities planned/ implemented. For example, education facilities have been provided at The Bridge, the first primary school at Ebbsfleet opened in 2017 and a primary school in Northern Gateway is anticipated to open its doors in 2019.  Net 31,130 sq m of D1 and D2 community floorspace has been delivered in Dartford since 2006.	
b) Seek that, where possible, new facilities are provided in a way that allows benefits to be shared by existing and new communities. They should be located close to the population they will serve, with reference to natural community boundaries and access routes	Continued discussion and planning occurs to being forward wider infrastructure for the Bough as a whole, analysing need for education and health care for example. Proposals for a new secondary school in Stone are currently in detailed planning stages to serve the wider community and the growing developments.	
c) Require that, provision of the facilities is appropriately phased so that residents of a development can have access to required facilities at an appropriate stage. Where permanent provision is not possible from the outset, temporary provision will be sought for early residents.	Where possible, this is achieved through advanced planning and through discussion with infrastructure partners and providers. Policy DP21:3 has also been introduced to safeguard land.	
d) Continue to work with the Health Authority to identify the most appropriate distribution of new provision and seek ways to implement this.	Planning is currently underway to provide health hubs at key locations across the Borough to support the growing communities.	
e) Work in partnership with Kent County Council, the Health Authority and other delivery partners to ensure that new development makes an appropriate contribution towards land and facilities based on the need generated by the development.	CIL was introduced in Dartford in April 2014 – with key projects for funding being discussed with wider stakeholders.	
f) Consider favourably co-location of services, multi-purpose spaces and satellite provision, where this adequately serves community needs and provides a strong focus for communities.	Where possible, this is considered through discussion with infrastructure partners and providers. For example, the ambition to have health hubs across the north of the borough to provide sufficient care. Additionally, the creation of new local centres at Ebbsfleet and at The Bridge.	
g) Work with Kent County Council to identify an additional site for a household waste recycling centre.	This has not yet taken place.	

h) Identify additional burial capacity for the period post 2026 <sup>27</sup> .	This has not yet taken place.	
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<b>CS22 Sports, Recreation and Culture Facilities</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
1. The Council will extend sports, cultural and recreational facilities in the Borough, nurture and develop community-based sports and cultural projects and develop an elite offer as a way of encouraging participation	Since the 2006 Playing Pitch Study was undertaken, there have been an additional 25 playing pitches delivered. Of these, 20 are publicly accessible, boosting the percentage of pitches available for community use to over 72%. All but one of the Borough's 19 Artificial Grass Pitches (AGPs) have been delivered since 2006, with 2 also being refurbished in 2015.	
2. The Council will work with its partners to implement consents for sports, recreation and culture facilities at Eastern Quarry, Ebbsfleet and Bluewater. The Council will also seek to improve leisure and recreation facilities in Dartford Town Centre. Opportunities to provide a replacement swimming pool and leisure centre for Fairfield Pool at the Acacia Hall Complex will be explored	Ebbsfleet is still at an early stage, but sports and recreation facilities are planned through later phases.  Fairfield Pool and Leisure Centre has undergone significant refurbishment and extension (rather than replacement at Acacia) Plans to bring Acacia back into public use are ongoing, and in Line the Dartford Town Centre Framework.	
3. Stone Lodge has been identified as a site where sport and recreational uses requiring more extensive use of land would be appropriate. Working in partnership, the Council will encourage the development of centres of excellence for sport and recreational facilities at this location. Where the sport/recreational element is not, by itself, financially viable, the Council will consider non sporting development on part of the site in order to enable the provision. Any development should include proposals for access to the facilities by community-based organisations.	Discussion for Stone Lodge is still ongoing but community facilities are still expected to be part of the scheme, including a secondary school and a rugby club. An application for the first phase (the rugby club) was prepared in early 2018, with the school and residential application expected in 2019.	
4. The Council will encourage leisure uses of an outdoor nature or set within generous greenspace	Swanscombe Peninsula is currently having plans worked up for a theme park, London	

<sup>27</sup> Infrastructure Background Paper, Dartford Borough Council, 2010

at Swanscombe Peninsula. The Council will also encourage water-based activities <sup>28</sup> on the Borough's recreational lakes and along the River Thames, to the extent that navigation, hydrology, water quality and ecological protection of the lakes/river permits, where the development scheme can be designed to ensure the provision of related land-side facilities, car parking and access and where development is appropriate to the character of the area.	Resort. This could set aside extensive land both ecologically and recreationally.  The Public Rights of Way in the Borough are being retained, with Ingress Pier site redesigned to retain the right of way along the waterfront. Improvements at Northern Gateway are also set to encourage walking and cycling.	
5. Appropriate existing sport, recreational and cultural facilities will be protected, unless it can be demonstrated that the facility is no longer needed or an equivalent replacement facility in terms of quality, quantity and accessibility is provided elsewhere.	Minimal loss of facilities has been seen over the plan period; with further enhance facilities provided (as above). The Development Policies Open Space DP24 provides further protection for these facilities.	★
6. Community sport and cultural facilities will be required at major development sites, in scale with the needs of the community. Smaller scale sporting facilities in the rural villages, will be supported, where these serve local needs	Community sport and cultural facilities are planned at Ebbsfleet and will be provided in future phases. The Bridge is also set to have sports pitches and a new Rugby Club is to be provided at Stone. Rural provision has been supported and largely stable.	✓

<sup>28</sup> Generally of a non-motorised nature on recreational lakes




## SUMMARY:

- **Homes have been designed** with the essential features expected under policy CS17, and (as required) the DP Plan adopted providing further policies and guidance. Analysis of new and existing local densities has informed this evaluation, showing that the policy-appropriate **densities** have been achieved, varying across the Borough.
- The **mix of homes** (CS18) is in line with the overall objective to retain 70% of the housing stock as houses. This has been achieved despite new development having a roughly equal balance of flats and houses, and monitoring shows the broad presumptions within the policy to maintain the balance have not been fully met because there are a number of major areas where exemptions are set out in the policy.
- Data suggests CS18 **home size** objectives are being achieved. However broader aspirations for providing residential accommodation specifically designed for older or less mobile people now and in the future are likely not to have been met so far; not helped by changing government standards.
- **Affordable** housing delivery has increased significantly but overall has not fully met all requirements in policy CS19; national planning policy (and the recession) subsequently had a direct impact on when this policy can be applied and the extent to which housing delivery can be directed towards policy objectives. With major sites now coming forward, and approximately 1,000 affordable units permitted, strong future delivery is expected.
- An Implementation Strategy for **Gypsy & Traveller** pitch delivery has been completed; as has provision expected at Claywood Lane (CS20). It is unclear if the total level of pitch delivery has been sufficient to meet needs; and fundamental definitions in relation to the applicability of this policy have been changed by government.
- Major new sites have included **community facilities** for new and existing residents in line with CS21, with more planned. Introduction of the CIL Charging Schedule has captured additional funds for infrastructure. For the main services, progress is being seen where there is a need; for example in terms of confirming the location of new schools and delivering extensions. Continued work is required to help health authorities deliver new services. It is unconfirmed if the need remains for the envisaged additional burial, and household waste centre, land.
- Requirements set out in policy CS22 (**Sports, Recreation and Culture Facilities**) have largely been achieved e.g. council-led new provision and retention of facilities. Further major new facilities are in progress.





## 5. SUSTAINABLE GROWTH & DELIVERY

5.1 These policies focus on how to achieve sustainable growth in the Borough, looking at carbon emissions, flood risk and water management. Additionally, delivery and implementation policy is also covered in this section. This particularly looks at the co-ordination and delivery of infrastructure alongside new development, and necessary long-term actions and implementation. This section includes four policies:

- CS23: Minimising Carbon Emissions
- CS24: Flood Risk
- CS25: Water Management
- CS26: Delivery and Implementation


<b>CS23 Minimising Carbon Emissions</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
1.To minimise carbon emission through energy efficiency and use of renewable energy, the Council will:	There has been overall decline in CO2 emissions from sources over time, most notable from industry/commercial sources, although the level of domestic emissions has fluctuated in recent years it has continued to decline in 2015. Total CO2 emissions from Transport sources have increased since 2014, rising to their highest levels since 2007. In terms of per capita emissions, Dartford's 5.9t per capita in 2015 remains very slightly above the Kent (5.8t) and regional (5.4t) averages.	
a. Require all new development to: Demonstrate that reductions in energy use through passive design and layout of development have been explored and applied, where practical.	Building for life assessments have been considered for large schemes, including energy reducing design principles.  Whether or not every development proposal has been designed from the outset with respect to energy use is not able to be verified. Energy Performance Certificates issued are primarily in the top three categories in Dartford.	
b. Require housing development of 100 units or more to: <ul style="list-style-type: none"> <li>• Achieve at least Code Level 4<sup>29</sup> (or its equivalent) in the energy</li> </ul>	This has been superseded by Development Policies Plan due to new national requirements.	




<sup>29</sup> Sustainable Code for Homes, DCLG, 2008

<p>category in advance of mandatory requirements</p> <ul style="list-style-type: none"> <li>• Design buildings in a way that enables the potential for zero carbon through the later retro-fitting of zero and low carbon technologies, for example through solar thermal, photovoltaic systems, ground source heat pumps and connection to a CHP plant, where development commences prior to introduction of Code Level 6<sup>30</sup></li> </ul>	<p>Some dwellings have been fitted with solar thermal and photovoltaic. There have not been any with ground source heat pumps.</p>	
<p>c) Require new non-residential development over 1,000 square metres gross floorspace to meet BREEAM 'excellent' (or any future national equivalent).</p>	<p>This has been conditioned and built where required.</p>	
<p>d) Subject to assessment, seek that development on the following sites provides low/zero carbon CHP either on or off-site to supply the development with heat and power:</p> <ul style="list-style-type: none"> <li>• Eastern Quarry (see also Policy CS 5)</li> <li>• Ebbsfleet (see also Policy CS 5)</li> <li>• Northern Gateway (see also Policy CS 3)</li> <li>• Swanscombe Peninsula (see also Policy CS 6)</li> </ul>	<p>No sites have provided off-site CHP.</p>	
<p>e) Where the supply is provided in the later phases of development, infrastructure to enable future connection should be provided in the early phases. On these sites, the potential to supply existing buildings or smaller development sites with heat or energy from the CHP plant should be explored. Implementation of further sites and networks for low/zero carbon decentralised energy, as identified through the Kent Thameside Eco – Assessment Study will also be encouraged.</p>	<p>CHP was originally considered and conditioned on the Northern Gateway East and Mill Pond sites. As plans progressed, a variation occurred that improved the building fabric to reduce energy demand and to also install communal photovoltaic arrays to reduce carbon emissions and be Code Level 4 compliant.</p>	
<p>f) Work in partnership to improve the energy efficiency of the existing building stock, as well explore opportunities to retrofit existing buildings with decentralised energy sources as well as water demand</p>	<p>The council has undertaken a number of schemes to bring forward energy efficiency in homes across Dartford.</p> <p>1,070 households (2.5%) in Dartford have been in receipt of Energy Company</p>	

<sup>30</sup> Sustainable Code for Homes, DCLG, 2008



management measures <sup>31</sup> , through the identification of funding and implementation of programmes.	Obligation (ECO <sup>32</sup> ) Measures since the scheme began in 2013 with regards to energy efficiency in the home as of March 2016	
g) Work in partnership to establish an enabling body to facilitate a local network generating and distributing decentralised energy, in order to maximise the opportunities for low/zero carbon generation and supply.	There has been no progress on this so far in the plan period.	

<b>CS24 Flood Risk</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
a) Ensure that sites in Flood Zone 2 and 3a, shown to be acceptable for development following application of the Sequential Test and parts A and B of the Exception Test <sup>33</sup> , demonstrate that part C of the Exception Test can be passed and that residual risk is managed through a Flood Risk Assessment (FRA) and an appropriate Flood Plan. Windfall sites will be subject to the same tests to assess whether they are appropriate for the development proposed	All planning applicable applications have provided an appropriate Flood Risk Assessment and Flood Plan.	
b) Engage with the Environment Agency and Defra in the further stages of the Thames Estuary 2100 Project (TE 2100), and seek not to foreclose any medium or long-term options through proposals in this Plan. In particular, the Council will protect the Dartford Marshes from development, in the event that the area is required to implement flood protection proposals or compensation freshwater habitats	DBC is engaging with EA on the first phase TE 2100. EA are engaging on the DBCs CIL stakeholder panel.	
c) Require the SUDS <sup>34</sup> 'management train' <sup>35</sup> to be applied, as appropriate, in all new development. In Water Source Protection Zones, SUDS will need	This is required, and this is in liaison with KCC who are the flood authority.  DBC requires SUDS in applicable applications.	

<sup>31</sup> Measures to reduce hot water use will reduce energy use.

<sup>32</sup> ECO is a Government energy efficiency scheme to reduce emissions through home energy saving improvements such as insulation or heating upgrades available to persons who receive benefits.

<sup>33</sup> This has been carried out for identified sites through the PPS 25 Flood Risk Sequential Test Borough-wide Assessment, Dartford Borough Council, 2010

<sup>34</sup> Sustainable Urban Drainage Systems




<sup>35</sup> Kent Thameside Water Cycle Study, Entec, 2009





to demonstrate that any surface water run-off infiltrating the ground will not lead to deterioration of groundwater quality.		
d) Identify and implement a green infrastructure network through the safeguarding of existing areas of open space and a requirement for generous provision of green space and water bodies in new development (see Policy CS 14).	CS14 assists with this but the new DP24 and DP25 in the Development Policies Plan assists with protecting existing open space and waterbodies.	★

<b>CS25 Water Management</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
1.To manage the supply and quality of water and waste water / sewerage treatment capacity serving the community, to protect and enhance the quality of surface and groundwaters <sup>36</sup> together with assisting in moving towards 'water neutrality' in the Thames Gateway, the Council will: a) Work with the water utility providers and monitor development to ensure that new development and water services are co-ordinated and that the pace of development does not outstrip the water supply and waste water / sewerage treatment capacity at any time. Where development is not capable of being adequately supplied, the Council will review the phasing of development and work with the utility providers and developers to address the capacity constraints at the earliest opportunity.	Continued liaison with water companies has occurred with updated trajectories provided when required, and supply maintained.	✓
b) Require all new homes to achieve at least level 4 of the Code for Sustainable Homes in terms of water use (105 litres per person per day) in advance of mandatory requirements. Where it can be demonstrated that a development is unable to meet these standards, permission will only be granted if the applicant makes provision for compensatory water savings elsewhere in the Borough	This occurred and has now been reapplied by the Development Policies Plan.	★

<sup>36</sup> European Water Framework Directive (2000/60/EC), (Dec 2003 UK)

c) Sites of 500 units or more will be expected to act as exemplars. In addition to 2 above, they will be required to reduce dependence on potable water through rainwater harvesting, recycling of used water and reduction of water 'hungry' activity, and should be designed to enable later retrofitting to achieve the highest levels of the Code for Sustainable Homes in terms of water use	<p>No major particular exemplars of major prominence have been developed. Some sites have explored the use of grey water and implemented some schemes.</p> <p>The EDC Implementation Plan also indicates their support for applications to being forward appropriate techniques to promote water sensitive urban design.</p>	
d) Require all non-residential developments of 1,000 sqm and above to meet the BREEAM 'excellent' standards of water efficiency	This has been required as a planning condition where appropriate.	
e) Work with and encourage water utility providers and social landlords to fit existing homes and other buildings with more efficient devices and appliances; reduce leakage; and expand metering.	This has happened, primarily through the Water Utility providers who are leading on this.	

<b>CS26 Delivery and Implementation</b>		
<i>Requirement</i>	<i>Progress</i>	<i>Status</i>
<p>1. In order to ensure that adequate and appropriate infrastructure<sup>37</sup> is provided in a timely way, the Council will:</p> <p>a) Work in partnership with public sector providers, utility companies and developers to facilitate the delivery of high quality infrastructure that is commensurate with the scale and needs of the Borough's communities.</p>	Partnerships have enhance on infrastructure, for example the major preparatory work on potential Crossrail Extension via the 'C2E' group.	
b) Collect and use contributions from developers to support improvements in services and infrastructure that are required as a result of development, using S106 Obligations in the short term. The Council will introduce the Community Infrastructure Levy (CIL) at the earliest opportunity to fund infrastructure. In advance of CIL, development will be	CIL introduced in 2014, and Borough governance structure now in place.	

<sup>37</sup> Appropriate infrastructure includes: transport schemes and initiatives, water supply and sewerage, community facilities (see Paragraph 4.24), flood defences and green infrastructure

required to contribute proportionally, either financially or in kind, to land and build costs for service and infrastructure needs which arise from demand generated by that development. Infrastructure and service needs will be assessed on the basis of long-term requirements, taking into account infrastructure provider guidance and projected development impacting on the facility over the lifetime of the Plan and, in the case of Eastern Quarry and Ebbsfleet, full build-out of the schemes.		
c) Prioritise the requirement for planning obligations, where the full requirement would render the development unviable in prevailing economic conditions. Where a development cannot meet the infrastructure requirements necessary to make it acceptable, the Council may seek the deferment of payments through a S106 Obligation, with contributions phased in line with increase in sales values subject to an open book, independent financial viability appraisal at the cost of the applicant. Priorities will be considered according to the circumstances of the site. Transport, education, health facilities and affordable housing will have a high priority.	Planning obligations prioritised.	✓
d) Bid for funding through appropriate and available private and public sources.	Extensive bidding has occurred, with particular success in gathering resources for the transformation of Dartford town centre.	★

## **SUMMARY:**

- Minimising Carbon Emissions (CS23) has occurred in terms of overall CO2 levels; although a significant shift in government policy has been changed the potential for delivering many of the specific projects originally envisaged. Non-commercial developments have delivered 'BREEAM' Excellent sustainability levels; however no CHP or enabling body has occurred locally.
- Successful management of flood risk has occurred in line with policy CS24.
- Water efficiency/ management (policy CS25) has been achieved as anticipated; with the only exception being an exemplar large development.
- Major steps forward have occurred in relation to the delivery of infrastructure under CS26. Partnerships have been extended, and revenues are increasing, particular for further infrastructure in the Borough.

## CONCLUSION

The new government regulations state: *“a local planning authority must review a local development document within the following time periods- in respect of a local plan, the review must be completed every five years, starting from the date of adoption of the local plan.”* A review of the Core Strategy was necessitated on this basis.

Notably this review has found its most fundamental policies, namely **CS1 and CS10 on housing delivery and distribution to be strong and successful in achieving planned outcomes**. The Borough is achieving record rates of new homes delivery (the highest in all areas in Kent & Medway), development has fully commenced – or completed - at the large brownfield sites identified, economic performance has accelerated, and the Green Belt is being maintained. This will be confirmed by a breakdown of the over 1,000 dwellings completed in 2017/18.

The Core Strategy has several years of its lifespan to run. It is regarded as fully fit for purpose and will continue to be given full weight. This is supported by the 2017 Development Policies Local Plan, and the compliance with national policy and other evidence presented to the Inspector who examined the Plan and found it to be ‘sound’ to help deliver the Core Strategy less than 12 months ago.

What has been found is that there a number of common causes for the specific limited areas where the Core Strategy has not yet fully delivered:

- Projects that will be completed within the plan period but have been subject to extensive **delay**. This is predominantly attributable to the impact of the recession. This is either through a pause in major private sector investment, or alternatively the consequence of reduced public sector resources. Delayed delivery has particularly occurred on certain major mixed use sites.
- Extensive ‘moving of the goal posts’ by government: **shifting what planning and policy can cover**, and how it is implemented or measured (energy efficiency being a prime example).
- Areas where the scale of change explicitly planned in the Core Strategy was always anticipated to bring uncertainty to be managed, and an **expectation of need for review** i.e. strategic retail policy.

A letter from central government indicates a review should indicate whether a new Local Plan is necessary: if one or more policy needs updating or it does not remain relevant and effectively address the needs of the local community.

From this angle, and looking at the evidence summarised here in terms of progress in achieving objectives, it is considered that a small minority of Core Strategy policies could arguably benefit from a partial or full update; certainly by 2021 or onwards when a new Plan may be adopted. These particular policies are not grouped around any particular aspect of sustainable development: economic, environmental or social.

There has been progress in all broad aspects to deliver the Core Strategy’s local vision of developing and regenerating the Borough. This has led to major planning permissions that have commenced implementation but are of a scale that growth locations will continue to evolve beyond the formal plan period end of 2026.

It is in this context, particularly of complementing new and existing residents with additional infrastructure, and decisions over the scale/ location of supporting non-residential development, that any updated Local Plan is likely to be produced to guide sustainable development in Dartford.