

DARTFORD LOCAL PLAN:
PROPOSED MAIN MODIFICATIONS

Dartford Borough Council, July 2023

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

1. Introduction and Background

1.1 Dartford Borough Council submitted its Local Plan for Examination in Public on 13th December 2021.

1.2 The Local Plan is being examined by independent Planning Inspector Mr Philip Mileham whose role is to assess whether the plan has been prepared in accordance with legal requirements, and is 'sound'.

1.3 The examination hearing sessions ran in June and November 2022; with an additional session also held in May 2023. A number of changes known as 'Main Modifications' are considered necessary to address issues relating to 'soundness'.

2. Main Modifications Consultation Details

2.1 At the Inspectors' direction, Dartford Borough Council has prepared this schedule of Proposed Main Modifications to the submitted Local Plan (September 2021 document) for consultation.

2.2 These modifications are put forward without prejudice to the Inspector's final conclusions on the Local Plan; and all the representations made will be passed to the Inspectors before the publication of their final report. Some parts of the plan have no proposed modifications.

2.3. The consultation is only seeking views on the proposed Main Modifications. It is not an opportunity to raise matters that either were, or could have been, part of the earlier representations or hearings sessions on the submitted plan.

2.4 Main Modifications are presented as follows in this document:

- The schedule is arranged in submitted plan order, and for reference proposed Main Modifications have the prefix "MM/".
- Text that is proposed to be deleted is denoted by ~~strike through~~ notation
- Text that is proposed to be inserted is in **bold**.
- Diagrams are included as modified.

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2.5 Alongside this schedule of Main Modifications the Council have also made available for comment:

- Dartford Local Plan Sustainability Appraisal Addendum July 2023 document.
- July 2023 Modifications to the Policies Map Changes document.

3. Consultation period and documents

3.1 The consultation on the Proposed Main Modifications (and Sustainability Appraisal Addendum and Policies Map Changes) runs for a period of eight weeks:

- From: 31st July 2023
- Closing: 25th September 2023 (5pm).

3.2 The consultation documents are available to view:

- Online. At: <https://www.dartford.gov.uk/policy-1/planning-policy> - then 'Main Modifications' page.
- In hard copy. Consultation documents are available to view at Dartford Central Library, Market St, Dartford DA1 1EU and Greenhithe Library, 45 London Rd, Greenhithe DA9 9EJ within the district and at the Council offices (Civic Centre) Home Gardens, Dartford DA1 1DR, during normal opening hours.

4. How to make comments

4.1 Comments should only be made on the proposed Main Modifications: changes shown in bold or strikethrough (or diagram changes).

4.2 Consultees responding should send a separate email or letter for each Main Modification they wish to comment on, clearly stating in the title the applicable reference number for each comment (e.g. MM/01).

4.3 Representations should be returned by emailing localplan@dartford.gov.uk; or by post to Planning Services, Civic Centre (Floor C), Home Gardens, Dartford, Kent, DA1 1DR, and must be received by Monday 25th September 2023 (5pm).

4.4 Queries can be made by emailing localplan@dartford.gov.uk or by calling 01322 343213.

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SCHEDULE OF MAIN MODIFICATIONS

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Paragraph 1.5 (Introduction)

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/01	Para.1.5	<p>1.5 The Plan aims to be concise but far reaching, focussing on the provision of high quality development that meets needs in highly sustainable locations. It is intended to be flexible to change whilst also providing clarity for investment and infrastructure planning. The time horizon to March 2037 (inclusive) enables infrastructure providers to plan future provision, so that development and new facilities can be co-ordinated. A start date base year of April 2021 for this Plan reflects the year of publication of the draft Local Plan and its submission for Examination in Public commencement of preparation after adoption of the last plan, and the relevant output from the government's local housing need method informing Local Plan policies.</p>

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Borough Spatial Strategy (S1)

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/02	Para. 2.7 - 2.9	2.7 The spatial strategy in this Local Plan ensures that a positive framework is in place to enable continued development of planned regeneration until 2037. There continues to be clear potential for the more efficient use of brownfield land and sustainable locations, combined with the location of jobs and homes in places where people are not heavily dependent on cars, through the sustainable development of the northern urban area. These principles guide the distribution of the 790 homes per annum planned to 2036/37 in the Borough (totalling 12,640 dwellings, and including those already delivered in the plan period), as set out in policy S4.
	New para 2.15a (new after 2.15)	
	Policy S1:—new clause after clause 5.	2.8 The Borough Spatial Strategy Policy S1 below also includes the overall economic strategy and employment and retail development locations. Dartford's transformation into a productive post-industrial economy, generating thousands of new jobs, is planned to progress further, targeting local development and infrastructure needs. The growing strength of commercial development and employment generation in the Borough should be applied to provide a wider range of job and local business opportunities. Economic development must be focused on maintaining Dartford's competitiveness, particularly through enhanced public transport accessibility and enhancing the local environment of existing centres and employment clusters as set out below, in policies M19 to M21 in particular. In line with national policy, increased economic productivity is sought, and building on the strength of local growth sectors (including creative and high technology industries).
		2.9 The Borough's identified large and small employment areas provide local jobs and new economic development potential. They will be expanded (most notably at Littlebrook/ The Bridge, Crossways, and Burnham Road, Dartford) and retained for current and future commercial and industrial businesses, meeting strategic economic needs. These locations will accommodate the predominance of the industrial/ distribution development to 2036/37 sought in the Borough (including that already delivered in the plan period), as set out in policy S4.
		...

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		<p>2.15a <i>(New Para.)</i> Needs for gypsy traveller accommodation are expected to principally arise from existing local sites, which are all currently located in the southern part of the Borough in brownfield and greenfield land locations. Exceptional circumstances justify the release of green belt land for this specific use, including: acute need for additional pitches, the specific location of needs arising (from existing family growth), and the lack of any suitable alternatives.</p> <p>...</p> <p><u>S1 policy (new clause):</u></p> <p>...</p> <p>6. Accommodation for gypsies and travellers will be located in the Borough in locations that are appropriate to meet needs as they arise in accordance with policy M12, including those locations previously in the green belt specifically allocated for this purpose.</p> <p>...</p>
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Policy S2: Infrastructure Planning Strategy

Main Modification	Policy / Paragraph	Proposed Main Modification			
MM/03	After para. 2.23 – new table. S2 policy (clause 1)	What & Where?		When?	Who?
		Where and when need from development exists, likely to include several locations in the urban area. The IDP supported by further evidence outlines additional provision, including for:			
		• Education facilities-			
		Central Dartford	1FE primary expansion	2023/24	Kent CC
			New primary school	post 2031	Kent CC
		Stone/Greenhithe	New secondary school (completed)	2022	Education & Skills Funding Agency
			New primary school	post 2031	Kent CC
		Ebbsfleet	New primary school (1FE)	2024/25	Developer
			New secondary school (4FE)	2024/25	Developer
			4FE secondary expansion	2026/27	Developer
			1FE primary expansion	2027-2030	Developer
			2 new primary schools	2027-2030	Developer, Kent CC
		Borough-wide/ beyond	250 place special school	2025/26	Kent CC
		• Healthcare facilities-			
Dartford	Community diagnostic hub	2024/25	Dartford Gravesham & Swanley Health &		

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				Care Partnership (DGSHP)
	Stone/Greenhithe	New primary care facility	2024/25	DGSHCP
	Ebbfleet	Health & well-being centre	post 2027	EDC/Developer
	Borough-wide/ beyond	Expansion of hospital provision	by 2030	Darent Valley Hospital Trust, DGSHCP
		300+ nursing/ residential care bed spaces	by 2037	Developer
	• Community facilities-			
	Stone/Greenhithe	Stone recreation ground improvement	2023/24	Stone PC
	Ebbfleet	Community hub (lifelong learning centre)	2025-2030	Developer
	• Transport-			
	Central Dartford	Dartford town centre regeneration.	up to 2027	Dartford BC
		Dartford station improvements	2025-2035	Network Rail
	Stone/Greenhithe	Stone crossing station improvements	2025-2035	Network Rail
	Ebbfleet	Fastrack extension from Ebbfleet Central to Bluewater via Ashmere/Alkerden (inc. Alkerden-Bluewater tunnels)	2025-2030	Developer, Kent CC

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				Swanscombe station improvements	2025-2035	Network Rail
			Borough-wide/ beyond	A2 Bean & Ebbsfleet junction improvements (now completed)	2022	National Highways
				A282 (M25) Junction 1a improvement	2025-2030	National Highways
				North Kent rail line upgrade	Post 2037	Network Rail
			<ul style="list-style-type: none"> Flood defence and rivers- 			
			Central Dartford	Lower Darent Riverside Strategy inc new bridge zones	2025-2030	Dartford BC, Environment Agency
			Borough-wide/ beyond	Tidal flood defence raising zone	Post 2037	Developer
				Strategic flood defence zone (new lower Thames Barrier)	Post 2037	Environment Agency
			<ul style="list-style-type: none"> Waste- 			
			Borough-wide/ beyond	New waste transfer and household waste recycling facility	2025-2030	Kent CC
			How? <ul style="list-style-type: none"> Aligning infrastructure plans of service providers with Local Plan interventions and growth locations. Dartford's CIL income leveraging additional investment from other sources. Securing further developer contributions to funding. Securing on-site new provision where appropriate. Working in partnership to retain land for timely service delivery. Through principal policies: S2, D1, E1, M4 and M16-M18			

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		<p><u>S2 policy (Clause 1):</u></p> <p>1. Borough development will be plan-led, and major proposals master planned and phased, in order to ensure the co-ordinated delivery of new infrastructure, and that demand is managed to remain within capacity as far as possible until necessary new infrastructure is provided. New services and facilities will be provided to meet Dartford Borough's needs with key infrastructure provision identified in Diagram 2 and Table AA. Land will be retained within applicable large development sites for essential community, travel, flood defence and green infrastructure uses.</p> <p>...</p>
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Policy S4: Borough Development Levels

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/04	Para. 2.51, Para. 2.54, New para. after 2.55, Para. 2.58, Para. 2.60, Para. 2.63, Table 1, Para. 2.64, Two new paras after 2.65; Table 2	<p>2.51 To promote growing prosperity, a positive approach will be maintained towards economic growth and achieving wider job opportunities. Development within identified employment areas (including extensive newly allocated land) and planning permissions will significantly expand employment land supply. This progress will be taken forward with the policy S4 target of 25,000sqm per annum on average of industrial/ distribution development (projecting forward to 2036/37, this would total a potential 400,000sqm, including already delivered in the plan period). This will be delivered consistent with the spatial and economic strategy Policy S1, particularly though growing the 250 hectares of existing commercial development at Identified Employment Areas with over 80 hectares of additional land through three expansions (as covered by policy M21). Using this approach, the Borough has capacity to:</p> <ul style="list-style-type: none"> • Flexibly deliver substantial new premises, accelerating employment delivery • Provide a choice of accessible urban and more rural business locations • Achieve a general balance in Borough development, with appropriate new jobs accompanying a growing population

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	Policy S4 (Clauses 1 and 2, new Clause after Clause 4)	...
		2.54 Importantly, new homes created in recent years have predominantly been on brownfield land in the urban area. The NPPF seeks planning policies with a strategy that makes as much use as possible of brownfield land. Focusing Dartford's spatial strategy on brownfield sites is consistent with optimising the urban capacity of the Borough and avoiding unsustainable patterns of development. In excess of 80% of new housing in the identified land supply is projected to be on brownfield land, and The Plan therefore maintains the previous a policy aim for 80% or more of homes to be on brownfield sites.
		...
		2.55a <i>(New Para.)</i> Evidence gathered for the preparation of the Local Plan indicated the total estimated net annual affordable housing need was 263 dwellings per annum¹. This was calculated in isolation from the rest of the housing market i.e. not quantifying demand for homes to buy privately, and will be subject to dynamics of need and the definition of housing tenures. This evidence supports the affordable housing policy M7.
		...
		2.58 This housing requirement equates to the average level of capacity of Dartford's suitable developable sites at 2031/32 (fifteen years into the plan period). A regeneration potential led strategy in the Core Strategy enabled a substantial uplift in housing delivery at planned locations. Maintaining this achievable regeneration focused strategy is in harmony with the Borough's longstanding sustainable development and growth objectives, and in accordance with national policy
		...
		2.60 If projected over the plan period (to 2036/37 inclusive), the average requirement equates to a total of 15,800 12,640 dwellings. In 2021/22, the first year of the plan period, 540 dwellings

¹ HdH (2019) Dartford and Ebbsfleet Residential Needs Assessment

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		<p>were completed. The current projected housing trajectory over the plan period is set out at Appendix C.</p> <p>...</p> <p>2.63 The projected breakdown of housing supply sources to 2031/32 is set out in Table 1.</p> <p>Table 1: Sources of Housing Supply and Numbers of Homes</p> <table><tr><th>Source of housing supply:</th><th>Total contribution to Dwellings 2017/18 (15 years to 2031/32 2037) (inclusive) homes:</th></tr><tr><td>Delivered so far</td><td>3,200</td></tr><tr><td>Allocated sites delivery (policies D4, D5, D6, E4 & E5)</td><td>5,800</td></tr><tr><td>SHLAA identified (including permissions), excluding allocated sites.</td><td>2,500</td></tr><tr><td>Other permissions and non-identified sites delivery allowance</td><td>400</td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td>Allocated (including those with permission)</td><td>9,400</td></tr><tr><td>Other new dwellings with planning permission¹</td><td>1,700</td></tr><tr><td>Sites with no allocation or permission⁶</td><td>400</td></tr><tr><td>Small sites (including windfall allowance)</td><td>400</td></tr><tr><td>TOTAL housing supply 2031/ 32-2022/23 to 2036/37 (inclusive)</td><td>11,900</td></tr><tr><td>TOTAL Housing requirement:</td><td></td></tr><tr><td>15 years at 790 homes per annum</td><td>11,900</td></tr><tr><td colspan="2"><i>To the nearest hundred</i></td></tr></table>	Source of housing supply:	Total contribution to Dwellings 2017/18 (15 years to 2031/32 2037) (inclusive) homes:	Delivered so far	3,200	Allocated sites delivery (policies D4, D5, D6, E4 & E5)	5,800	SHLAA identified (including permissions), excluding allocated sites.	2,500	Other permissions and non-identified sites delivery allowance	400					Allocated (including those with permission)	9,400	Other new dwellings with planning permission¹	1,700	Sites with no allocation or permission⁶	400	Small sites (including windfall allowance)	400	TOTAL housing supply 2031/ 32-2022/23 to 2036/37 (inclusive)	11,900	TOTAL Housing requirement:		15 years at 790 homes per annum	11,900	<i>To the nearest hundred</i>	
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<i>To the nearest hundred</i>																																

¹ Net gain of five dwellings or more.

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		<p>2.64 Table 1 above shows the The predominance of Dartford Borough’s housing supply is identified and well advanced, providing a choice of sites for the market to draw down and deliver: over three quarters of the supply has a plan allocation (including some sites with planning permission). Delivery from sites that already benefit from a planning consent is projected to total approximately 8,000 of the new homes for the Borough. This total, for the full plan period, does not include This includes at the allocated Ebbsfleet Central site (policy E4), where a fresh planning application is expected by has been received from the new landowner (Ebbsfleet Development Corporation). A further 1,700 new homes benefit from planning permissions; mostly at large sites being built out, this land is not allocated in this Plan.</p> <p>...</p> <p>2.65a (New Para.) The Gypsy and Traveller Accommodation Assessment¹ identified aggregate needs for 70 pitches for gypsies and travellers (meeting the national definition). Accounting for new provision made and planning permissions, a total of 44 pitches are still needed (27 of these are required within the next five years to 2026/27).</p> <p>2.65b (New Para.) Sites with delivery totalling 12 new pitches are identified in policy M12. There is therefore an outstanding net need for 15 further deliverable pitches, plus longer-term need for an additional 17 pitches for 2027/28 and beyond. This is documented at policy M12 Table YYY. There is no outstanding need to identify further accommodation for travelling showpeople plots meeting the national definition.</p>			
	<table><tr><td>Community infrastructure</td><td>Where need from development exists, likely to include several locations in the urban area. The IDP and evidence includes additional provision for:</td><td></td><td><ul style="list-style-type: none">Aligning infrastructure plans of service providers with planned growth locations.Dartford’s CIL income leveraging additional</td></tr></table>	Community infrastructure	Where need from development exists, likely to include several locations in the urban area. The IDP and evidence includes additional provision for:		<ul style="list-style-type: none">Aligning infrastructure plans of service providers with planned growth locations.Dartford’s CIL income leveraging additional
Community infrastructure	Where need from development exists, likely to include several locations in the urban area. The IDP and evidence includes additional provision for:		<ul style="list-style-type: none">Aligning infrastructure plans of service providers with planned growth locations.Dartford’s CIL income leveraging additional		

¹ The Dartford Gypsy and Traveller Accommodation Assessment (ORS, 2019).

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			<p><u>Dartford</u></p> <ul style="list-style-type: none"> • 1FE primary school expansion • New primary school <p><u>Stone/ Greenhithe</u></p> <ul style="list-style-type: none"> • New secondary school completed • Primary healthcare facility • New primary school <p><u>Ebbfleet – Garden City</u></p> <ul style="list-style-type: none"> • New 4FE secondary school • New 1FE primary school • Community Hub (Lifelong Learning Centre) • Health & Wellbeing Centre (including primary care) • 1FE expansion of new primary • 4FE expansion of new secondary • 2 further primary schools <p><u>Borough-wide</u></p> <ul style="list-style-type: none"> • A282(M25) Junction 1A 	<ul style="list-style-type: none"> • 2022/23 • 2029-37 • 2023/24 • 2023-25 • 2023/24 • 2023/24 • 2023/24 • 2023/24 • 2024-26 • 2024-26 • 2025-30 • 2025-30 • 2025-37 • 2025-30 	<p>investment sources:</p> <ul style="list-style-type: none"> • Securing further developer contributions to funding. • Securing on-site new provision where appropriate. • Working in partnership to retain land for timely service delivery. <p>Principal policies: S2, D1, E1, M16-M18.</p>	
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	<ul style="list-style-type: none"> • New Waste Transfer and Household Waste Recycling facility • New bed spaces in nursing/ residential care homes (Class G2). 	<ul style="list-style-type: none"> • 2023-25 • 2025-30 • Over 300 bed spaces by 2037. 	
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S4 policy:

1. Large developments should be delivered at a phased rate in accordance with agreed master planning to provide a flow and complementary range of development, facilities and infrastructure. Achieving genuine variety within residential developments, through differentiation of housing tenures and types/ design, will create vibrant places, and also help maintain rates of new home delivery and Borough housing supply as planned. **The provision of affordable housing will feature at residential development sites as set out in policy M7.**

Housing requirement

2. New homes are required to be delivered at an average rate of 790 per annum **(totalling 12,640 homes from April 2021 to March 2037 inclusive)**, with planning permissions and delivery closely monitored and managed. Decisions will be based on this requirement and the identified housing land supply in order to ensure a steady availability of deliverable land, and achievement of the planned supply at sustainable locations supported by infrastructure.
3. Planning decisions will have close regard to the target for 80% of the Borough's new homes in the plan period to be located on brownfield land.
4. A rolling five year deliverable supply of housing land will be maintained, including the applicable supply buffer (brought forward from within the Plan period to the level as required in the Housing Delivery Test).

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		<p>5. <i>(New clause)</i> Meeting the needs arising from the Gypsy Traveller Accommodation Assessment:</p> <ul style="list-style-type: none"> a) 1 plot in total is needed for Travelling Showpeople, this is required in the next five years (2026/27). b) 44 pitches in total are needed for Gypsies and Travellers meeting the national definition. This is required as follows: <ul style="list-style-type: none"> • 27 deliverable pitches in the next five years (2026/27), and • a further 17 developable pitches by the end of the plan period. <p><u>Town Centre, Community and Employment development</u></p> <p>6. Supporting the delivery of sustainable development aims and Dartford's economic strategy and regeneration areas, planning decisions will take account of the desirability of providing:</p> <ul style="list-style-type: none"> a. a balanced mix of land uses in the Borough and within neighbourhoods; b. approximately an average rate of 22,000sqm per annum of new commercial, business and services uses, and community and learning uses (including offices, health facilities and schools); and c. approximately an average rate of 25,000sqm per annum of new industrial/ distribution premises.
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Policy D1: Central Dartford Strategy

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/05	Para 3.16; Table 3; New para after Table 3;	<p>...</p> <p>3.16 There are significant opportunities for greater residential accommodation as Dartford adapts to fundamental economic changes, notably in the retail and leisure sector. Relatively few people live in the town centre at present. However just north of the station and railway line,</p>

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Policy D1 (Clause 1 and new Clause after Clause 2)	<p>new homes have been constructed and have proved popular (as have the commercial premises). The Council supports other significant developments, notably residential-led schemes, to bring forward brownfield land re-use through refurbishment of existing premises and well-designed redevelopments, to secure Central Dartford's future vitality and economy. A breakdown of The residential scale of development from allocations and permissions in the area is in Table 3.</p> <p>Table 3: Current Sources of Confirmed Proposed New Homes Current/ Recent Development and Permissions in Central Dartford</p> <table><tr><th>Source Use</th><th>Dwellings Quantity</th></tr><tr><td>Residential (dwellings) Full planning permissions</td><td>600 2,000</td></tr><tr><td>Retail (sqm) Other planning applications</td><td>300 7,000</td></tr><tr><td>Allocations (no application) Office/ other business premises (sqm)</td><td>1,300</td></tr><tr><td colspan="2">To the nearest hundred, from 2017/18-2021/22</td></tr></table> <p>3.16a (New Para.) The total level of identified potential for new dwellings (including permissions, allocations and other sites found developable) is included in Central Dartford Strategy policy D1, but should not be viewed as limiting over the plan period subject to individual developments complying with D2 and other applicable policies. It does not fully quantify for the extent of possible opportunities, for example the long-term further potential of the Station Surrounds/ River Darent Area (policy D7), or new homes on appropriate additional sites. Planned development sources and areas, and future opportunities, are outlined spatially in policies D1 and D3, complemented by the allocations in policies D4 to D7.</p> <p><u>Policy D1:</u></p> <p>1. The high quality transformation of Central Dartford is actively supported as a destination to invest, be productive and creative, visit for shopping, leisure and services, and as a place to call home. Valued, good quality buildings and spaces will be repurposed, enhanced and better used. Development in and around the town centre will bring an expanded range of activities and services to the town including cultural and creative facilities, increasing economic vitality and the choice of jobs, providing new infrastructure, and will grow the resident community. In this respect, the following will apply:</p>	Source Use	Dwellings Quantity	Residential (dwellings) Full planning permissions	600 2,000	Retail (sqm) Other planning applications	300 7,000	Allocations (no application) Office/ other business premises (sqm)	1,300	To the nearest hundred, from 2017/18-2021/22	
Source Use	Dwellings Quantity										
Residential (dwellings) Full planning permissions	600 2,000										
Retail (sqm) Other planning applications	300 7,000										
Allocations (no application) Office/ other business premises (sqm)	1,300										
To the nearest hundred, from 2017/18-2021/22											

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		<ul style="list-style-type: none"> a) Current projects and strategic plans will continue to advance, including with reference to Diagram 5, leading to completion of: the sympathetic refurbishment of the town centre's key streets, public spaces and historic buildings; transport and movement improvements; the renewal of Lowfield Street/ Brewery Square (Market Street)/ High Street; and the successful redevelopment of the Westgate and Priory Centre sites. b) There will be significant further progress in and on the edge of the town centre. It will change, with a focus on: <ul style="list-style-type: none"> i. improving links across Central Dartford, removing some of the barriers to movement that have been created by large sites, and making existing routes attractive and safe; ii. facilitating, and connecting with, an enhanced Dartford railway station/ public transport interchange; and iii. opening up and creating safe links/ spaces to and along the River Darent, with a more natural river channel and setting. <p>2. The Council and partners will:</p> <ul style="list-style-type: none"> a) Promote redevelopment of large/ unappealing buildings and underused land/ buildings where they are no longer contributing positively to Dartford's environment or commercial or cultural offer. Appropriate short term meanwhile use of vacant premises and/ or land is encouraged. b) Support the strong contribution made by the Orchard Theatre, street market and independent traders, to retain Dartford's identity and vitality. c) Plan ahead with providers and landowners to reserve land for public/ community service provision in advance of occupation of new dwellings. d) Further enhance the public realm and connectivity, and the setting of heritage assets, with refurbished streets and green routes for pedestrians and cyclists. This will feature public spaces, squares or pocket parks as focal points for the town centre, with a high class street scene, public art and new riverside environment, and hard/ soft landscaping and shelter, including new trees. e) Encourage access between the River Darent, the railway station and the town centre, particularly through wayfinding, upgrading of public spaces and currently unappealing environments, and overcoming severances to pedestrian and cycle movement
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DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>created by the ring road (Home Gardens/ Westgate Street) and the railway embankment.</p> <p>f) Secure major transport investment to: mitigate the current adverse impacts of traffic congestion; increase public transport capacity and services, reducing dependency on car travel; and enhance walking and cycling. The Council will seek full integration of rail, bus and Fastrack services, particularly at a new railway station and with new rail services for Dartford.</p> <p>g) Seek parking that is flexible to use and promotes multi-purpose town centre visits. The Council will undertake a review of the parking strategy, looking at changing usage and the requirements of current and future residents, employees and visitors for short and long stay vehicle parking.</p> <p>3. (New Clause) Through allocations and existing planning permissions, 2,200 new homes are expected to be delivered in Central Dartford, and additional dwellings will be supported in the plan period, consistent with these principles and other policies.</p>
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DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

Policy D3: Mix of uses in Dartford Town Centre

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/06	Policy D3	<p><u>Policy D3:</u></p> <ol style="list-style-type: none"> 1. A diverse mix of ground floor uses is expected in Dartford Town Centre. The Core Frontage identifies the Town Centre's streets that should be characterised by an active mix of uses at ground floor, high levels of daytime pedestrian activity, and a clear sense of history, all befitting a bustling market town. In this respect, the following will apply: <ol style="list-style-type: none"> a) In the Core Frontage, changes of use, or redevelopment consistent with Conservation Area and other design/ heritage principles, for retail, leisure, services and other uses in use class E will be permitted where an active window display to the frontage is maintained if possible. b) Elsewhere in the town centre, and at vacant units in the Core Frontage where sufficient effective marketing for Class E use has occurred, other main town centre uses, businesses and services will also be permitted, including food and drink uses, hotels, cultural, local community uses and other uses within use class F. Marketing of vacant units should be proactive and for a continuous period of 12 months or more, using a professional agent and an appropriate range of online, on-site and other advertising media. The asking price should be demonstrated to be reasonable for Class E use, and reflecting the property and location; applying throughout the marketing period. 2. It is expected that residential development will occur in Central Dartford principally through: <ol style="list-style-type: none"> c) strategic allocations identified in policies D4, D5 and D6, and D7; d) high quality conversion/ extension of upper floors or under-used buildings; and e) new residential developments in the housing land supply, development located in accordance with policy D7, or additional sites demonstrated to be suitable under D2 and other policies in the town centre

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Policy D4: Westgate Allocation

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/07	Policy D4: Clause 3	<p><u>Policy D4 (Clause 3):</u></p> <p>...</p> <p>3. Development is expected to deliver:</p> <ul style="list-style-type: none"> a) a cinema/ strategic leisure facility, or cultural/ visitor/ wellbeing/ community service/ shopping anchor use of equal significance; b) up to 5,000sqm or more of uses within use class E, other main town centre uses, and/ or a hotel (within use class C1); and c) 120 dwellings (or more).

Policy D5: East of Lowfield Street Allocation

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/08	Para. 3.44 Policy D5 (Clauses 1 and 20)	<p>...</p> <p>3.44 The site is a large area between Lowfield Street and Central Park, from Market Street in the north to Fairfield Leisure Centre in the south. The site is prominent and was largely cleared for retail development that did not materialise. More recently, the The majority of the land has since gained detailed planning permission for residential uses (with some retail provision nearer the High Street); the exception being the southernmost part at the Glentworth Club. This part is now</p>

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		<p>Most of the other northern and central parcels are under construction, or already developed. In this area, first residential completions were recorded in 2021/22, totalling 152 dwellings (with 404 under construction). A further 155 new homes permitted had not yet commenced.</p> <p>...</p> <p><u>Policy D5:</u></p> <ol style="list-style-type: none"> 1. Development at Lowfield Street has commenced but should continue and be completed and occupied as planned, to create vibrancy and an attractive environment in the south of Dartford town centre, and provide a clear, modern and appealing sense of entry to the town centre. 2. Proposals should demonstrate through integrated master planning, appropriate layout, form, design, massing and use that it: <ol style="list-style-type: none"> a) achieves the co-ordinated and comprehensive physical regeneration of the East of Lowfield Street, and permeability through to Central Park; b) delivers significant good quality residential development; c) provides active ground floor uses, with modern retail/ leisure units delivered at the north of the site, and future new community use at the southern end; d) enhances routes for pedestrians and cyclists, and improves the existing pedestrian environment along Lowfield Street; e) avoids traffic needing to travel through Market Street to access the site; f) provides a good quality multi-functional public realm which links to Central Park, with an appropriate boundary to the park where appropriate; and g) respects the adjacent Listed Buildings and Conservation Area. 3. Development is expected to deliver: <ol style="list-style-type: none"> a) 700 dwellings (or more); b) 1,500sqm or more of retail/ leisure floorspace (use class E); and c) new community premises at the southern end (use class F)
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Policy D6: Priory Centre Allocation

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/09	Para. 3.51	<p>...</p> <p>3.51 Currently, the Centre comprises a total retail floorspace of approximately 13,500 sqm (gross) anchored by Sainsbury's and other multiple retailers. Retail uses will be re-provided in line with the policy below. The site can also provide a new residential neighbourhood of high quality homes, supporting objectives for town centre renewal. It is the largest allocation in the town without permission, and suitable community service provision will be explored, secured and delivered as applicable.</p>

Policy D7: Station Surrounds/ River Darent Area

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/10	<p>Para. 3.55, Para. 3.57, New para. After 3.57, Para 3.58, Diagram 9, Para 3.60, Para 3.61</p> <p>Policy D7: (Clause 1)</p>	<p>...</p> <p>3.55 Some sites are available and suitable for development now, subject to criteria in policy D7 and land being brought forward in an integrated way or without prejudicing nearby sites (as required in policy D2:1a). These include the allocated land sites set out in Table 4, which cross refers to SHLAA references and site label numbers in Diagram 9 and features sites with capacity for mixed use/ 15 or more dwellings.</p>

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Table 4: ~~Developable Sites~~ **Land Allocated** in Station Surrounds/ River Darent Area

Diagram 9 Ref.	Name/ reference	Size	Planned approach
1	Orchards Shopping Centre (SHLAA ref. 167)	4.7 1.9 ha.	To feature a mix of town centre uses, including retail facilities , and unit sizes. Provision of significantly enhanced connections/ pedestrian environments linking directly north from the High Street to the Orchard Theatre and across the ring road at Home Gardens.
2	Station Mound (SHLAA ref. 17)	Approx 2 1.8 ha.	Suitable and available for redevelopment, including Dartford Civic Centre offices and under-used land immediately adjoining the railway station.
3	Hythe Street/ Victoria Road north Upper Hythe Street Sites (SHLAA ref. 10, 77, 197, 261, 270)	Approx. 4 2 ha.	Available land with Significant potential to improve linkages to the river and the street scene, and a prominent entry point to the town centre. Steam Crane Wharf east of Hythe Street should provide active ground floor uses to the riverfront. Adjoining redevelopment on Upper Hythe Street should be sympathetically brought forward without impinging on realising the regeneration potential of the gasometer on Victoria Road .

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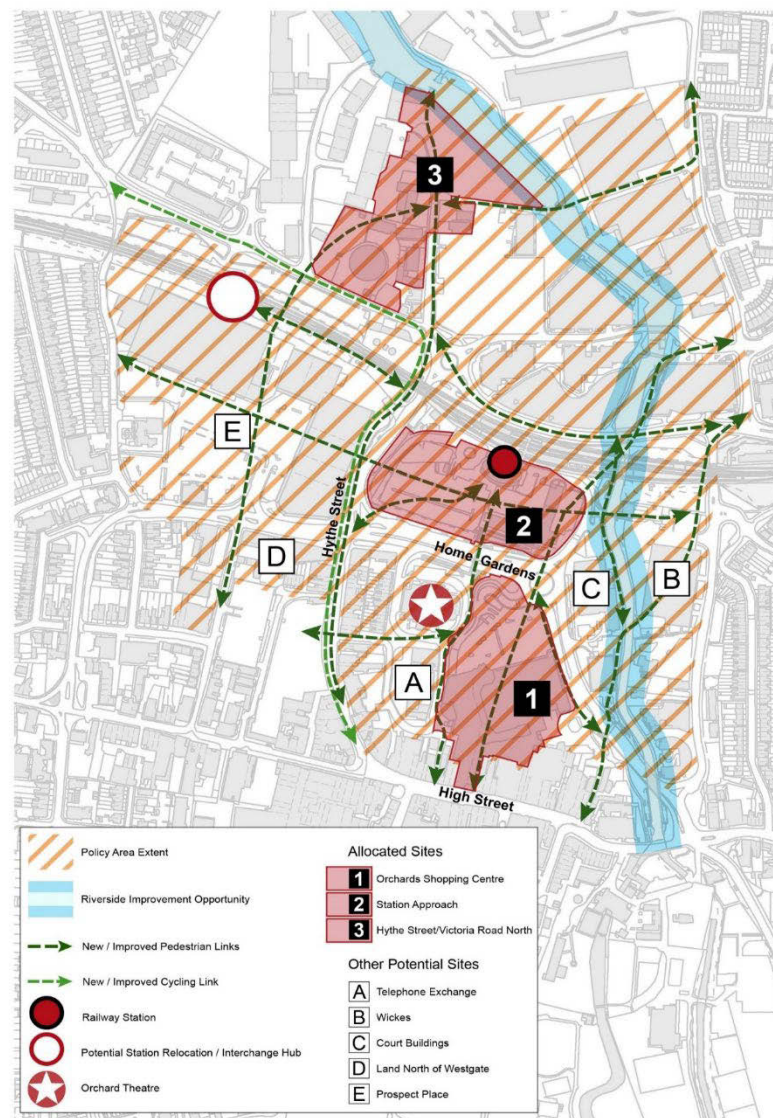
- 3.57 Redevelopment of Station Mound provides opportunities to re-profile levels, creating an improved relationship to the Westgate Road/ Hythe Street/ Home Gardens junction, enabling enhanced pedestrian and cycle routes to the town centre, and potentially allowing for an active frontage to be provided to Home Gardens. The redevelopment should also consider the reconfiguration of the

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		<p>roundabout at the Orchards Shopping Centre entrance to provide a more pedestrian friendly environment and improved public realm. Redevelopment principles in policies D1 and D2 (in addition to D7) are particularly applicable to the Orchards Centre (Diagram 9 Site 1). This includes: to support the town centre's retail and food/ beverage offer, with suitable retailers retained; and to better integrate with the town and its other shops.</p> <p>3.57a (New Para.) At Hythe Street, north of Victoria Road (site 3 on Diagram 9) there are a series of suitable small/ medium sized sites, mostly vacant or under-used 'brownfield' land subject to the policy D7. Hythe Street forms the long established link between riverside (previously industrial) areas and the town centre, and is in need of well-designed redevelopment and sympathetic regeneration as a whole. Although land is currently in separate ownership, development coming forward should be designed in a way that allows integration and avoids prejudicing the development of adjacent land within the allocation, including the former gasometer and/ or the riverside Steam Crane Wharf. The allocation adjoins land to the east (north of the railway station/ embankment) that has seen recent large scale residential-led redevelopment. Proposals should complement this with development to reinforce the community emerging in this area and broaden the range of residential accommodation, to increase cohesion and to support vibrant neighbourhoods. The loss of premises which support the neighbourhood will be resisted. Careful development and design of a suitable scale is particularly important where adjoining the existing built environment, both established buildings and uses as well as current residents.</p> <p>3.58 Longer term suitable development opportunities that may in due course be permitted under policy D7 but which are not currently confirmed as available include: ...</p>
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Diagram 9: Station Surrounds/ River Darent Area



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		<p>3.60 Elsewhere, land north of the railway station/ embankment has seen large scale residential-led redevelopment. Proposals should complement this with further uses to reinforce the neighbourhood community emerging in this area and broadening the range of residential accommodation, to increase cohesion and to support vibrant neighbourhoods. The loss of premises which support the neighbourhood will be resisted. Careful design and development of a suitable scale is particularly important where adjoining the existing built environment, both recent development north of the railway and established buildings and neighbourhoods.</p> <p>3.61 Commercial uses east of the river and north of William Mundy Way (at Diasorin and the bus garage) within the D7 policy area may be retained whilst demand remains; intensification or redevelopment would need to be carefully designed to take account of the new residential neighbourhood they now adjoin. To enable appropriate well designed redevelopment on the part of Upper Hythe Street not fronting Victoria Road, the long established link between the river and the town centre, is in need of sympathetic regeneration, and land at site 3 on Diagram 9 is subject to the area policy D7. Designated employment sites further to the north of the area in policy D7/ Diagram 9 and Central Dartford have seen investment and will be retained or are expanded and protected (policy M21).</p> <p><u>Policy D7 (clause 1):</u></p> <p>1. West of Central Road and Overy Street and including the northern part of the Town Centre (shown on Diagram 9) is an area containing highly accessible brownfield sites, with significant future potential for creating new neighbourhoods, facilities, links and environmental enhancements. Development in this area will be supported where it integrates with, and maximises the potential for, sustainable regeneration of Central Dartford. Land is allocated for mixed use redevelopment at Orchards Shopping Centre, Station Mound and Hythe Street/ Victoria Road north (shown on the Policies Map and sites 1 to 3 in Diagram 9).</p> <p>...</p>
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Policy E4: Ebbsfleet Central Allocation

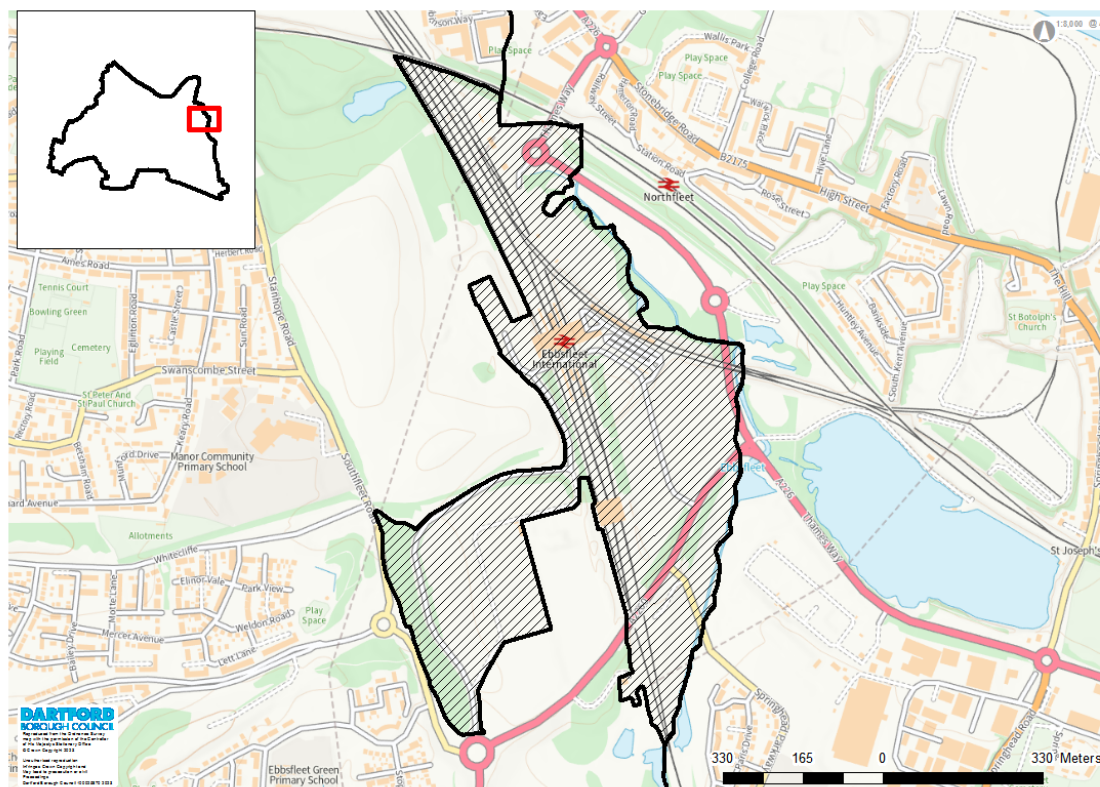
<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/11	Para. 4.32; Para 4.33; Para 4.35; Diagram 11, Policy E4 (Clauses 3 and 5)	<p>...</p> <p>4.32 Allocated land is located both east and west of Ebbsfleet International station/ the High Speed railway line from London St Pancras International to the Channel Tunnel. Part of the north east of the development will be in Gravesham Borough. In terms of how proposals will be brought forward, it is expected that EDC master planning work will result in detailed proposals which have input from Dartford, Gravesham and other councils, local communities and relevant agencies. The development Full delivery of the allocated land in Dartford Borough may continue beyond the Local Plan period (with under 1,900 dwellings projected by then), but there is expected to be substantial progress towards completing the whole development, particularly east of the station and including non-residential development.</p> <p>4.33 The development of land at and to the east of the station will be a priority in order to achieve a high quality, large scale dynamic and innovative business hub. This should provide for significant new employers and business sectors, attracting major professional or high value/ technology jobs to the Borough. Offices with professional, financial services, research and development, and other commercial uses in Class E (parts e and g), are expected to be achieved. Employment, visitor accommodation, Health/ medical premises (Class E(e)), and varied active local uses (including Classes E(a) and (b) and F2(b), plus visitor accommodation, will be provided at or adjacent to Ebbsfleet International Station will be delivered. Infrastructure and economic development should be delivered in a timely manner, with proposals seeking appropriately phased delivery of mixed use development blocks in support. Development shall feature with a District Centre, public spaces and significant residential community; all set in an outstanding urban realm.</p> <p>...</p>

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- 4.35 Allocated land west/ southwest of the station, in particular, will need to take into account the nationally important ecological and geological interest of the adjacent notified Swanscombe Peninsula Site of Special Scientific Interest, and the Scheduled Monument at Bakers Hole, ensuring that these assets are protected and opportunities to enhance their value are taken (policies E1 and M15). Development in this location is projected to start in the 2030s, **and will continue beyond the plan period**, and is expected to deliver a sustainable, well integrated neighbourhood, including significant education and/ or other community services.

...

Diagram 11: Ebbsfleet Central Site Allocation



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		<p><u><i>Policy E4:</i></u></p> <ol style="list-style-type: none"> 1. Development of Ebbsfleet Central will be supported where it delivers a high quality, comprehensively planned, strategic Garden City hub. Within Dartford Borough, this will feature a full mix of activities which will all be well integrated in the wider area including: employment; health/ education; residential development; new open and public spaces; and major new transport and community infrastructure. The main focus will be development with an urban character close to Ebbsfleet International Station. 2. Proposals should be designed to: <ol style="list-style-type: none"> a) provide at least 30% as open space, including varied and well equipped parklands befitting a Garden City; b) ensure that there are no direct or indirect impacts on the Swanscombe Peninsula Site of Special Scientific Interest (SSSI) and that the ecological and geological interest of the SSSI is conserved and enhanced; c) secure significant zero carbon and energy positive technology; d) provide a new public transport hub with ease of interchange between rail services at Ebbsfleet International and other local rail stations, Fastrack and local buses; e) secure the direct Fastrack route through the site linking Ebbsfleet International station eastwards and westwards via Alkerden and other developments to Bluewater; f) integrate developments and deliver major new green, safe and attractive walking and cycling connections to both existing and new communities, connecting both sides of Ebbsfleet International Station; g) ensure that appropriate car parking is provided for Ebbsfleet International Station; and h) not preclude achievement of new or enhanced rail services in north Kent, including to other stations in Dartford Borough and direct to Abbey Wood. 3. At land by the east of the railway station, large scale commercial activity and infrastructure will be delivered, providing good quality complimentary businesses and jobs, strategic health and community facilities, a hotel, homes and a new District Centre. A first class public realm, urban greenspace and a public park along the River Ebbsfleet, which protects and enhances its ecological interest and creates a naturalised river and banks, will be created. 4. At land to the west of the railway station, proposals will be well linked to development by the east of the station and elsewhere in the Garden City, and ensure that there are no direct or indirect adverse impacts on the adjoining Site of Special Scientific Interest. Major mixed use development should include homes and community facilities, forming a connected and well-served new neighbourhood.
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		<p>5. Development within Dartford Borough is expected to deliver the following within the plan period:</p> <ul style="list-style-type: none"> a) Approximately 2,000 dwellings; b) Approximately 100,000sqm floorspace within use class E (predominantly offices/ flexible workspace in Class E(g) and Class E(c)), and a maximum 20% retail in Class E(a), within the plan period; and c) Substantial education, health and community facilities, including a primary school, within the plan period.
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Policy E5: Alkerden and Ashmere Allocation

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/12	Policy E5	<p>...</p> <p><u>Policy E5 (Clause 3):</u></p> <p>3. Development is expected to deliver:</p> <ul style="list-style-type: none"> a. 4,700 dwellings (or more); b. Specialist residential accommodation; and c. Approximately 10,000sqm floorspace within use class E, plus significant community uses (including Class E(a)(b) and (c), and Class F1(a) and Class F2(a) and (b)) focused on a District Centre, and a Local Centre.

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Policy E6: North of London Road Area, Swanscombe

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/13	Diagram 13	<p>Diagram 13: North of London Road Area, Swanscombe</p> <p>Map Produced By: nohath On: 28/04/2023 04:51 PM H:\GIS\Swanscombe_North_Broad_Location_LP20210703\Swanscombe_North_Broad_Location_LP20210703\Q1_P\Project_Files\Area north of Swanscombe v7.mxd</p>

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Policy M1: Good Design for Dartford

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/14	New Para. After 5.12 Policy M1 (Clauses 1 and 2)	<p>...</p> <p>5.12a (New Para.) As featured in policy M1:1b below, Dartford Borough has well established Areas of Special Character (including residential areas), each with important design characteristics identified within individual summary Appraisal documents. The Areas of Special Character are located at:</p> <ul style="list-style-type: none"> • Dartford (Chaucer Park, Darenth Road, Newtown, and Shepherd's Lane), • Greenhithe (Bean Road), and • Outside the urban area (Betsham, Broadditch Pond Southfleet, Darenth Rd Darenth Hill, Green Street Green, Longfield Hill, New Barn, Southfleet and Westwood). <p><u>Policy M1:</u></p> <ol style="list-style-type: none"> 1. Development must demonstrate that it is designed in line with the National Design Guide and the National Model Design Code, considers the principles of Kent Design, and satisfies all of the following locally specific criteria for good design in the Borough: <ol style="list-style-type: none"> a) Responding to, reinforcing and enhancing positive aspects of the locality. Opportunities to create appropriately distinctive high quality and beautiful places should be taken, particularly using and enhancing prominent physical attributes which include the Borough's distinctive riverside environments, extensive open spaces, biodiversity assets, landscape and tree coverage; b) Ensuring appropriate regard is had to heritage assets in line with policies M5 and M6 and national policy, and that the character of historic towns and villages, and Areas of Special Character, are respected. Development within Areas of Special Character on the Policies Map should have regard to the accompanying Appraisals; c) Facilitating a sense of place with social interaction, a physical environment encouraging health and wellbeing, attractive active environments and travel options, and secure, inclusive and

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		<p>integrated neighbourhoods through a mix of uses and careful design and layout that ensures that commercial and public facilities are well integrated within the site and the wider locality;</p> <p>d) Providing permeability for the site to sufficiently connect to its surrounds and for the public to traverse the site, through clear pedestrian and cycle linkages and, where appropriate, active frontages, open streets, and a fine grain mix of buildings and spaces;</p> <p>e) Reinforcing and enhancing good design by integrating new development with the public realm/ open space, and providing biodiversity gain and natural features including rivers and lakes/ ponds; and</p> <p>f) Meeting the requirements set out in any supplementary local design guidelines which will be produced after public consultation consistent with these principles and national requirements, to be adopted as formal Supplementary Planning Documents or design codes.</p> <p>2. Development must be shown to be suitable in terms of its height, mass, form, scale, orientation, siting, access, overlooking, overshadowing, articulation, detailing, roof form, and landscaping relative to neighbouring buildings and the wider locality. Materials must support a sense of place and relate well to the local character. Outstanding or innovative design which helps raise design standards in the wider area will be supported on appropriate sites which are not closely related to sensitive areas or assets.</p> <p>3. The appropriate scale and density of development at a site should be the outcome of securing high quality development through a design-led process and demonstrated by agreed masterplans on large sites, having proper regard to:</p> <ul style="list-style-type: none"> a) the current built environment context including heritage assets; b) the location of the site in the Borough and its characteristics: <ul style="list-style-type: none"> i. Assessment of development potential using locally specific design or conservation guidance documents, and fulfilling applicable Plan objectives for the area; ii. Outside the urban area, design should, in particular, be sympathetic to local landscape and townscape character; c) providing spacious, green and good quality developments including clearly meeting or exceeding nationally described space standards for new homes, and fulfilling policy for amenity space and green infrastructure provision; and
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		<p>d) the principle of securing a mix of uses and residential types, achieving efficient re-use of land where appropriate, and delivering regeneration at urban locations well-served by public transport and services.</p> <p>4. Public spaces in and outside buildings and all accommodation must be designed to be inclusive, safe and accessible for all Dartford's communities, including young, elderly, disabled and less mobile people. The design of buildings, open space and the private and public realm must be in accordance with active design principles and reduce the fear of, and opportunities for crime.</p> <p>5. Signage and advertisements must be of a scale and design that is sympathetic to the building and locality, particularly in the designated Area of Special Advertisement Control, and must not have a negative impact on visual amenity, public safety or the safe and convenient movement of pedestrians, cyclists and vehicles</p>
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Policy M2: Environmental and Amenity Protection

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/15	Policy M2: Clause 1	<p><u><i>Policy M2 (Clause 1):</i></u></p> <p>1. Development must demonstrate that it does is designed and located to not result in unacceptable material impacts, individually or cumulatively, on neighbouring uses, the Borough's environment or public health. Particular consideration must be given to the design of proposals in order to mitigate or remove impacts in areas and subjects of potential sensitivity in the built and natural environment (including as highlighted on the Policies Map), and other potential amenity/ safety factors, including:</p> <ol style="list-style-type: none"> i. At developments generating adverse material impacts on air quality without adequate mitigation, ii. At all forms of development introducing receptors especially sensitive to adverse air quality (in particular within or immediately adjacent to Air Quality Management Areas); <p>And, for any development, with respect to:</p>

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		<ul style="list-style-type: none"> a) Water quality, including groundwater source protection zones b) intensity of use, including hours of operation; c) anti-social behaviour and littering; d) traffic, access, and parking; e) noise disturbance or vibration; f) odour; g) light pollution; h) overshadowing, overlooking and privacy; i) electrical and telecommunication interference; j) HSE land use consultation zones; k) land instability; and l) ground contamination and gassing. <p>...</p>
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Policy M3: Sustainable Technology, Construction and Performance

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/16	Policy M3: Clause 7	<p><u>Policy M3</u></p> <p>...</p> <p>7. Major residential development Development must achieve, as a minimum, on-site the reduction in regulated carbon emissions as set out in current Building Regulations, unless it can be demonstrated that such provision is not feasible. This will be required until such time that amendments are made to national legislation/ policy which have the effect of surpassing this level of performance. Large residential development of 100 dwellings or more should also demonstrate additional significant zero and/ or low carbon or sustainable technology features across the site.</p> <p>...</p>

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Policy M4: Flood Risk and Riverside Design

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/17	Policy M4: Clause 4	<p><u><i>Policy M4 (Clause 4):</i></u></p> <p>...</p> <p>4. Where development is within an area at risk of flooding from any source, it will be required to comply with national policy, including to:</p> <ul style="list-style-type: none"> a) Apply the sequential test locate the most vulnerable development in areas of the lowest by demonstrating that there are not reasonably available sites appropriate for the proposed development in areas with a lower flood risk; unless there are overriding reasons for not doing so, and then applying the exception test as necessary; b) Include measures which reduce the overall level of flood risk at the site, where possible; c) Provide a safe means of access and egress; and d) Incorporate flood protection and resilience measures. <p>...</p>

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Policy M6: Historic Environment Strategy

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/18	Policy M6: Clause 4	<p><u>Policy M6 (Clause 4):</u></p> <p>...</p> <p>4. The Borough's non-designated heritage assets include:</p> <ul style="list-style-type: none"> a) Archaeological sites, including sites holding an interest as defined in the NPPF; b) Applicable sites within Areas of Special Character; c) Sites with significant industrial heritage; d) Land with historic landscape character; e) Historic open space, parks and gardens; and f) Assets that may be designated through a local list, produced after public consultation. <p>...</p>

Policy M7: Affordable Housing

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/19	<p>Para. 5.61, New Para. After 5.61, New Para. After 5.64</p> <p>Policy M7: Clause 2</p>	<p>...</p> <p>5.61 Projected Borough need requirements suggest that within the affordable housing provision, there should ordinarily be provision of a higher proportion of social/ affordable rented provision, than intermediate affordable housing products: the current evidence indicates that these tenures should, respectively, make up four sevenths and three sevenths of the total affordable housing (subject to negotiation on individual sites and latest local need evidence). Intermediate</p>

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		<p>affordable housing includes First Homes, discounted market sales, housing shared ownership and other routes to home ownership.</p> <p>5.61a (New Para.) Therefore, in the instance of a that development providing a total of 35% affordable housing, this would be anticipated to include:</p> <ul style="list-style-type: none"> • 20% of total housing as social/ affordable rented tenures; and • 15% of total housing as intermediate affordable homes ownership products (including First Homes provision). <p>Where a lesser total of affordable housing is provided, for example 20% in Central Dartford, the guideline ratio set out in paragraph 5.61 above, would aim for tenures to be provided in a similar proportion. Evidence shows that there is significant need for social/ affordable rented housing and that other needs could principally be met through ownership based intermediate affordable housing products. This includes First Homes or shared ownership homes provided at 25% equity.</p> <p>...</p> <p>5.64a (New Para.) Varying the tenure mix of affordable housing on-site, or (failing that) full off-site provision, must be properly explored before any reduction in the total level of affordable housing can be considered for viability reasons. This is set out in a cascade approach in 2d of the policy, whereby provision as set out at clause ii cannot occur until clause i has been demonstrated not to be possible to satisfy the exceptional circumstances. Similarly, applying clause iii cannot be accepted until clause ii (and clause i) have been fully addressed, and so on.</p> <p><u><i>Policy M7 (Clause 2)</i></u></p> <p>...</p> <p>2. Where residential developments are required to provide affordable housing in accordance with criterion 1, these should:</p>
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DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>a) Meet Provide a mix of affordable housing tenures, with a requirement target for 35% or more of all dwellings to be defined as affordable housing, except in Central Dartford where the target is 20% applies; or (exceptionally) satisfy criterion d) below;</p> <p>b) Provide a mix of affordable housing tenures, with an expectation of a higher proportion of social/ affordable rented provision than intermediate affordable housing products. Based on the most recent evidence, affordable housing would comprise to be four sevenths social/ affordable rented provision and three sevenths intermediate.</p> <p>c) Make provision on-site. In exceptional circumstances where it can be justified that this would not be viable or practical, or where (unless off-site provision would result in public benefits) provision on an alternative site in the Borough or a commuted sum may be considered.</p> <p>d) Exceptionally, and where it is clearly demonstrated that the costs of the development consistent with criteria 2a to 2c render it financially unviable, a cascade approach to affordable housing provision will be applied:</p> <ol style="list-style-type: none"> i. Firstly, a variation in the guideline mix of affordable tenures may be accepted, ii. Then, off site delivery of policy compliant affordable housing provision may be appropriate, iii. Then, if demonstrated provision as set out in i) and ii) cannot occur, a lower total amount of affordable housing delivered on-site may be considered, where shown with robust viability assessment that this is the minimum viable reduction in affordable housing provision. iv. Finally, failing i) to iii), a financial contribution made equivalent to the cost of off-site provision in the Borough where maximising affordable housing delivery. <p>e) Ensure that design layouts and facilities are not segregated, with no barriers to access or differences in appearance between different tenures.</p>
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DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

Policy M8: Housing Mix

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/20	New para. after 5.72 Policy M8: Clause 3	<p>...</p> <p>5.72a The Residential Needs Assessment¹ indicated a need for nearly 600 units of specialist accommodation (527 units should be housing for older people and 70 units housing with extra care), and an additional 359 Registered Care spaces in nursing and residential care homes over the period April 2019 to March 2036..</p> <p>...</p> <p><u><i>Policy M8 (Clause 3):</i></u></p> <p>3. The local planning authority supports will require as part of mixed neighbourhoods, the provision of specialist accommodation for specific groups (such as age restricted dwellings) and care homes (use class C2) suitable for older and vulnerable people where appropriate and sustainably located, and need is demonstrated.</p>

¹ Dartford and Ebbsfleet Residential Needs Assessment, HDH (October 2019)

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

Policy ~~M9~~ **S5** (Modified numbering – M9 in submitted Plan): Sustainable Housing Locations

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/21	<p>Para. 5.75, three new paras. after 5.75</p> <p>Policy S5: Clause 1</p> <p>New appendix 1a and 1b</p>	<p>5.75 New dwellings on sites of all sizes should be sustainably located. To identify specific sustainable locations with potential for five or more new dwellings, the Strategic Housing Land Availability Assessment 2022 2024¹ (SHLAA) defines sites which are suitable and available for residential development. This land has been assessed through clear criteria consistent with this plan's strategic objectives, including access to local facilities and public transport, and has been found to be in a sustainable location and deliverable/ developable. Nevertheless, a full site-by-site assessment of specific proposals will be necessary, with land constraints properly addressed (including those identified in SHLAA 2022 Update Tables 3.1 to 3.4).</p> <p>5.75a (New Para.) Sites including new housing are allocated in this policy at St James Lane Pit (Stone Pit 2) Stone, Stone Lodge Stone and Knockhall Road Greenhithe, consistent with the SHLAA. These sites already have an extant planning permission, or had permission until recently. The sites vary in size however are located on London Road which links neighbourhoods in the Borough's urban area, and several schools, local shopping areas and employers, community and recreational facilities. This corridor is well served by public transport with very regular bus services connecting with Dartford town centre, complemented by Fastrack and the local railway stations (Stone Crossing, Greenhithe and Swanscombe) in the east. The Stone Lodge complex includes a new secondary school and new sports premises. In close proximity of St James Lane Pit, are Darenth Valley Hospital and Bluewater, connected by Fastrack running past the site's Watling Street frontage.</p> <p>5.75b (New Para.) All three residential allocations (and other developments) should be designed in close recognition of the potential for significant shifts in transport modes away from a reliance on private vehicles. Future occupants at the three residential allocations must be able to easily and safely access London Road corridor bus services. London Road is currently a wide highway offering a direct route between many of the most sought after</p>

¹ DBC (2024 **2022**) Dartford Strategic Housing Land Availability Assessment Findings **Update** September 2024-**2022**

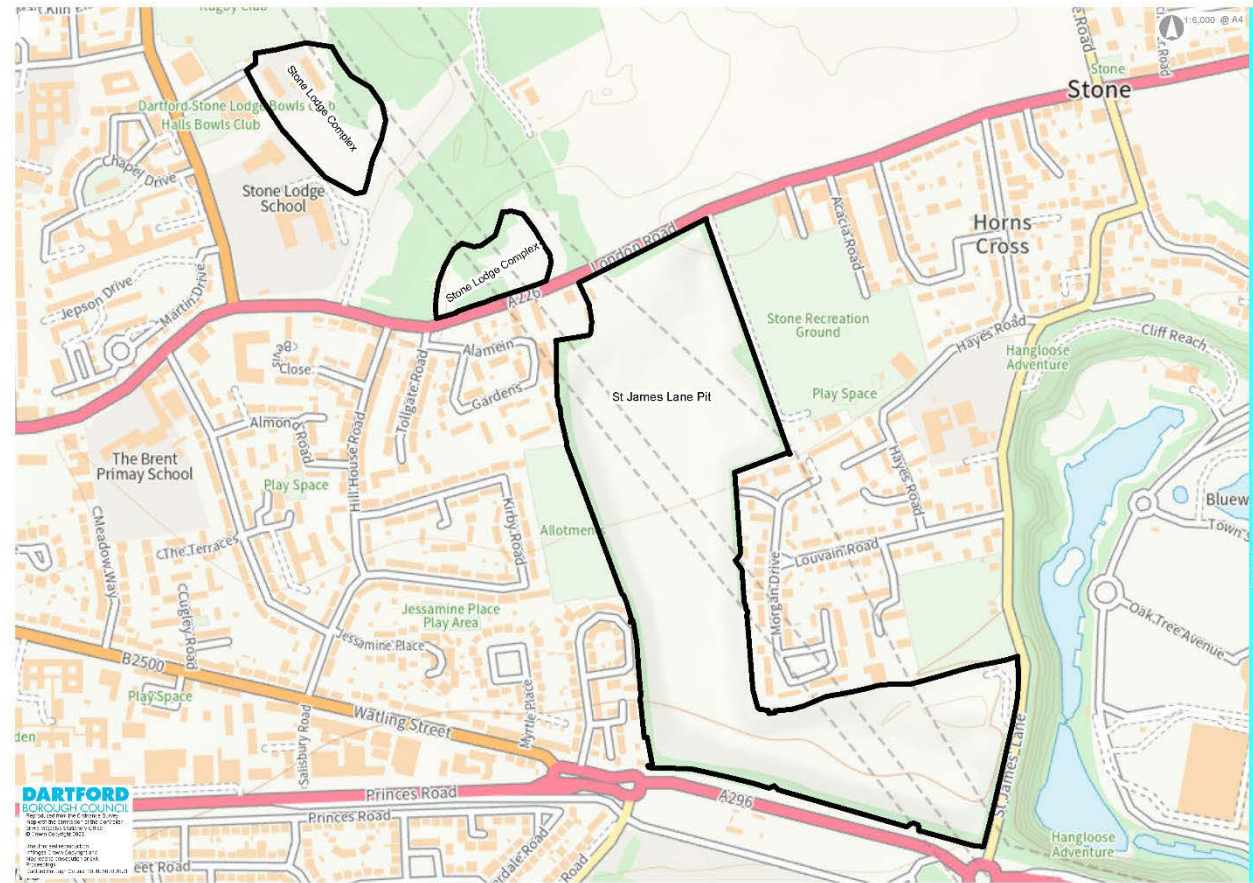
DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>destinations in the Borough and is considered to offer potential for major investment in support of increased cycling and walking. All the developments must be designed and laid out around the central principle of achieving these objectives in the London Road corridor. The allocations will also need to address, in particular, the distinctive topographic and landscape challenges of each site.</p> <p>5.75c (New Para.) Residential development features in mixed-use allocations in this Plan at strategic locations: Ebbsfleet Garden City (policies E4 and E5), Central Dartford (policies D4 to D7), plus at Bluewater (policy M22). Other developable sites identified in the SHLAA are set out in Appendix 1.</p> <p>...</p> <p><u><i>Policy S5 (Clause 1):</i></u></p> <p>1. Sites located in accordance with the Borough Spatial Strategy, Central Dartford, or Ebbsfleet and Swanscombe, Bluewater policies, or remaining sites in the identified housing land supply as set out in Appendix 1 and where after taking into account applicable site constraints the proposed number of dwellings is broadly in line with the projected site capacity, will be permitted for residential development.</p> <p>At three residential-led allocations on the Policies Map and identified by diagrams in Appendix 1, residential development will be permitted where:</p> <p>a) Shown to be designed to:</p> <ul style="list-style-type: none"> • respond sensitively to local topography, • respect long distance views to the sites; • respect and enhance existing landscaping and landscape settings; • facilitate an integrated sense of place and community; • create functional open space well related to the development and connecting to the wider green infrastructure network; • provide a fine grain of built form ensuring permeability and integration and safe connections to neighbour facilities, services and infrastructure; and • Ensure an appropriate scale of development across each site, to create street scenes which contribute to and enhance the character of the surrounding areas.
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DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>b) Demonstrated to be designed to fully utilise and support the public transport corridor and active travel potential of London Road (and also in the case of St James Lane Pit, Watling Street) providing safe, direct and attractive walking links from all dwellings to bus/ Fastrack services, and achieving development well equipped to integrate with the wider cycle network (for commuter, recreational and other cycling).</p> <p>c) Meeting other Local Plan policy and infrastructure requirements,</p> <p>d) A design-led process leads to an agreed layout, showing:</p> <ul style="list-style-type: none"> • at St James Lane Pit Stone, up to 870 dwellings, • at Stone Lodge Stone, up to 140 dwellings, • at Knockhall Road Greenhithe, up to 61 dwellings. <p><u>APPENDIX 1– SUSTAINABLE RESIDENTIAL LOCATIONS (SEE POLICY S5)</u> <u>(A) Residential Allocation Diagrams</u></p> <p><u>STONE-</u></p> <ul style="list-style-type: none"> • <u>St James Lane Pit, and</u> • <u>Stone Lodge (two parcels within the complex)</u>
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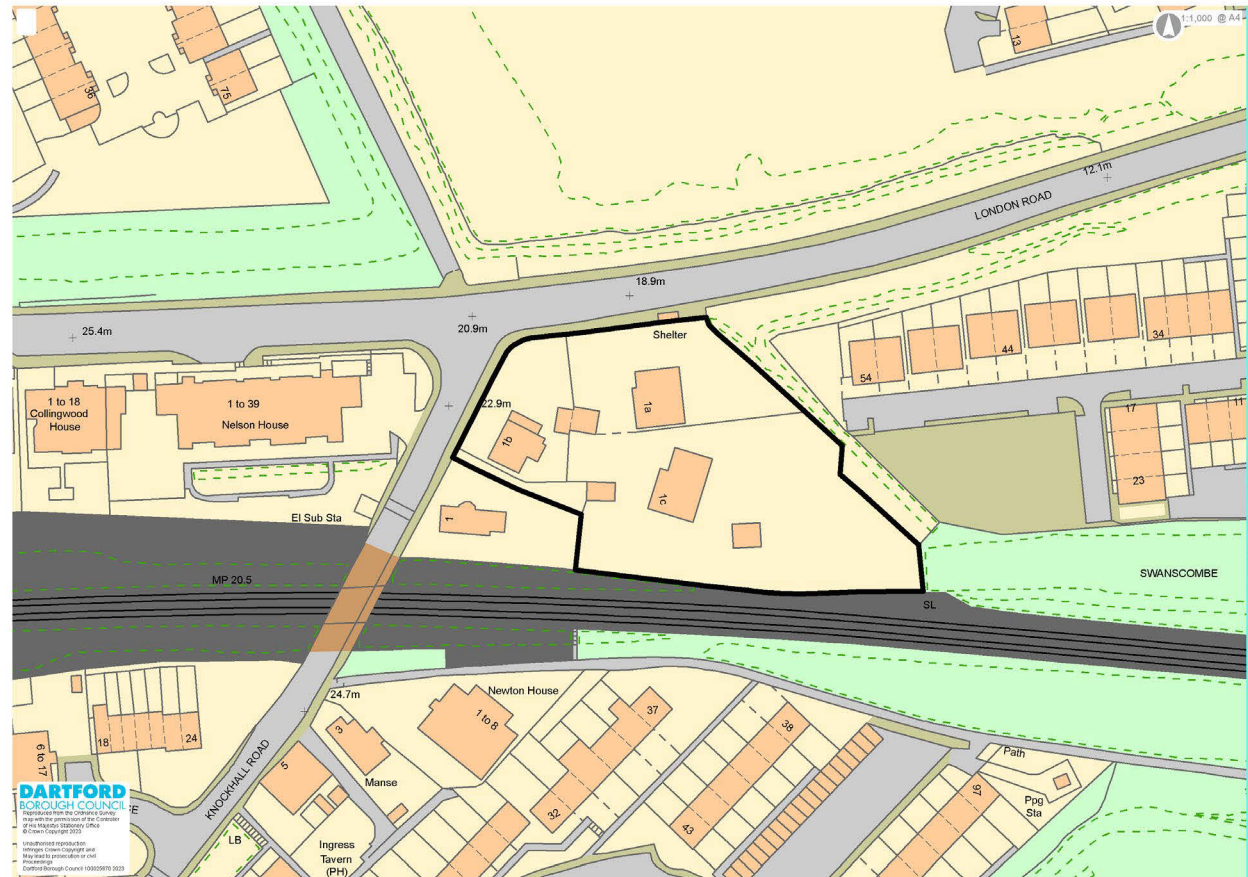
DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS



DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

GREENHITHE-

- **Knockhall Road, Greenhithe**



DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

(B) Non-allocated land: Strategic Housing Land Availability Assessment (SHLAA)¹

In the following list, all land parcels were identified as available by landowners/ developers directly or through them submitting a planning application.

SHLAA ² Ref	Address	Estimated Capacity
2	Greenwood, Darenth Rd, Dartford	5
4	Two Brewers Public House, Lowfield St, Dartford	11
16	Land at Highfield Ho., 2-4 West Hill & 74-76 Spital St, Dartford	23
23	Builders Yard, Spring Vale, Knockhall	30
27	Questor Riverside, Dartford	8
31	Land r/o 67-97 Station Rd, Longfield	5
32	53 Spital St, Dartford	14
35	SWCS Car Sales, Craylands La, Swanscombe	5
39	The Pits, St Vincents Rd, Dartford	14
49	59-69 High St, Dartford	5
53	Chastillian Rd Workshop, Dartford	9
56	E. of Greenbanks, Brooklands Lakes, Powdermill La, Dartford	36
57	152-154 London Rd, Stone	5
62	125 St Vincents Rd, Dartford	18
65	47-49 High St, Swanscombe	5
82	52-62 West Hill, Dartford	34
85	127-129 Dartford Rd, Dartford	14
89	Block of Garages R/o 47-53 Farnol Rd, Dartford	6
90	Block of Garages R/o 36-46 Attlee Dr, Dartford	13
91	1 st & 2 nd Floors, 8-10 High St, Dartford	8
97	63-67 Alamein Gardens & Community Centre, Stone	6
102	North of Station Approach ('Village Heights'), Greenhithe	47

¹ Excludes S5, D4 to D7, E4 and E5, and M22 allocations, and sites being built out.

² DBC (2022) SHLAA Update. Note applicable constraints, including as identified in SHLAA 2022 Update Tables 3.1 to 3.4. The SHLAA excludes small sites.

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		108	West Hill House, Dartford	33
		111	Temple Hill Club, Temple Hill Square, Dartford	14
		114	Land W of Darenth Rd (Clubbs Pit) Phase 2, Dartford	45
		117	Greenhithe Car Park, S of Steele Ave, Stone	5
		119	Land r/o 62-66 Spital St, Dartford	28
		120	Upper floors of Iceland, 47-49 High St, Dartford	13
		124	Dartford Magistrates Court, Dartford	25
		132	16A The Bridge (Care Home), Dartford	39
		169	Northgate Van Hire, 301 Lowfield St, Dartford	6
		177	Swanscombe Auto Centre, 38-48 Milton Rd, Swanscombe	6
		190	J Clubb Ltd, Church Hill, Wilmington	30
		209	26-28 Westgate Road, Dartford	8
		214	County Estate Department Depot, Broad La, Wilmington	6
		216	35 Myrtle Rd, Oakfield Lane, Dartford	9
		218	Block of Garages R/o 21 Albert Rd, Wilmington	5
		219	Block of Garages East of Craylands Sq, Swanscombe	6
		220	Block of Garages and Land at Gilbert Cl, Swanscombe	16
		222	Block of Garages R/o 44 Keary Rd, Swanscombe	5
		224	Angels Garage, 149 Church Rd, Swanscombe	9
		225	Land at Birch Pl, Horns Cross, Stone	5
		226	Lowfield St & 11 Market St, Dartford	26
		232	Block of Garages NE of Collier Crescent, Darenth	5
		236	Land adjacent 33 St Marys Rd, Stone	12
		248	1-6 Market Pl, 1 Market St & 37 High St, Dartford	14
		252	North End Farm, Betsham	6
		254	Twistleton Court, Dartford	6
		262	Milestone Garage, South of Victoria Rd, Dartford	5
		267	Ashirwad, Bean Rd, Greenhithe	5
		268	36-40 Heath St, Dartford	6
		272	72-80 East Hill, Dartford	5
		276	Land r/o Rehoboth House, Brent Way	7

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		277	43 High St, Dartford	5
		278	Waterbridge Ct, 50 Spital St, Dartford	9
		288	24 Lowfield St, Dartford	5
		296	The Nucleus, Brunel Way, The Bridge, Dartford	29

Policy M11: Extensions, New Dwellings, and Garden Land

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/22	Policy M11: Clause 4	<p><u>Policy M11 (Clause 4):</u> ...</p> <p>4. The conversion of a single dwelling house of 120sqm or less original net internal floor space into two or more units will not be permitted unless it is clearly shown there is a surplus of single dwelling houses of this scale within the neighbourhood and it can be demonstrated that there is no harm to the character or amenity of the surrounding area. and The conversion of terraced houses will not normally be permitted unless demonstrated to result in beneficial outcomes for both townscape character and residential amenity of both new and existing surrounding residents.</p>

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

Policy M12: Gypsy, Traveller and Travelling Showpeople Accommodation

Main Modification	Policy / Paragraph	Proposed Main Modification																								
MM/23	<p>Para. 5.106, New Table after para. 5.106, Para. 5.107, New Para. And Table after para. 5.107, Para. 5.109, New Para. and Table after 5.109, Para. 5.110, Para. 5.111, Two new Paras. After 5.111, Para. 5.111c</p> <p>Policy M12: Clause 1, Clause 2, New clause after Clause 2</p>	<p>...</p> <p>5.106 The Dartford Gypsy and Traveller Accommodation Assessment (GTAA) 2019 identifies a need for 70 pitches for gypsies and travellers who meet the definition in the PPTS over the period to 2035, 48 pitches of which are needed within the period to 2024. The need for the period from 2019-2026 is 52 pitches. The Assessment did not identify a need for transit sites for gypsies and travellers. In terms of meeting the needs of travelling showpeople, it identifies a need for one additional plot up to 2024 with none needed in the longer term needs for pitches for gypsies and travellers and plots for travelling showpeople as shown in Table XXX below. It did not find any specific needs for transit sites for gypsies and travellers. There were also no needs found for travelling showpeople who do not meet the definition nor any undetermined needs for travelling showpeople.</p> <p>Table XXX: Dartford Gypsy and Traveller Accommodation Assessment Findings</p> <table><tr><th></th><th>2019-24</th><th>2024-29</th><th>2029-34</th><th>2035</th><th>Total</th></tr><tr><td>Gypsies and Travellers – meet national definition</td><td>48</td><td>9</td><td>11</td><td>2</td><td>70</td></tr><tr><td>Gypsies and Travellers – do not meet national definition</td><td>6</td><td>4</td><td>1</td><td>0</td><td>11</td></tr><tr><td>Gypsies and Travellers – undetermined needs</td><td>1</td><td>0</td><td>1</td><td>0</td><td>2</td></tr></table>		2019-24	2024-29	2029-34	2035	Total	Gypsies and Travellers – meet national definition	48	9	11	2	70	Gypsies and Travellers – do not meet national definition	6	4	1	0	11	Gypsies and Travellers – undetermined needs	1	0	1	0	2
	2019-24	2024-29	2029-34	2035	Total																					
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Gypsies and Travellers – undetermined needs	1	0	1	0	2																					

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<table><tr><td>Travelling Showpeople – meet national definition</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td></tr></table>	Travelling Showpeople – meet national definition	1	0	0	0	1																	
Travelling Showpeople – meet national definition	1	0	0	0	1																				
5.107	<p>Since the GTAA was published, the Council has granted permanent planning permission for 18 additional gypsy and traveller pitches. This means that the number of pitches needed to meet needs in the next five years to 2026 has reduced to 34 pitches. The policy identifies actions that are key5 to addressing needs, particularly maintaining a five year supply of pitches and plots to meet the requirements. Due to pitches having been granted permanent planning permission or provided on within existing lawful sites, and given the requirement for a five year supply of deliverable pitches and plots, the updated needs for additional pitches for gypsies and travellers to 2027 and from 2028-2035 are shown in Table YYY below.</p> <p>Table YYY: Identified Needs (at April 2022).</p> <table><tr><td></td><td>2022/23-2026/27</td><td>2027/28-2034/35</td><td>Total</td></tr><tr><td>Gypsies and Travellers – meet national definition</td><td>27</td><td>17</td><td>44</td></tr><tr><td>Gypsies and Travellers – do not meet national definition</td><td>7</td><td>3</td><td>10</td></tr><tr><td>Gypsies and Travellers – undetermined needs</td><td>1</td><td>1</td><td>2</td></tr><tr><td>Travelling Showpeople – meet national definition</td><td>1</td><td>0</td><td>1</td></tr></table>						2022/23-2026/27	2027/28-2034/35	Total	Gypsies and Travellers – meet national definition	27	17	44	Gypsies and Travellers – do not meet national definition	7	3	10	Gypsies and Travellers – undetermined needs	1	1	2	Travelling Showpeople – meet national definition	1	0	1
	2022/23-2026/27	2027/28-2034/35	Total																						
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Gypsies and Travellers – do not meet national definition	7	3	10																						
Gypsies and Travellers – undetermined needs	1	1	2																						
Travelling Showpeople – meet national definition	1	0	1																						
5.107b (New Para.)	<p>By comparing the totals in Tables XXX and YYY, it can be seen that for gypsies and travellers who meet the national definition the total identified needs have reduced by 26, to 44. The 26 pitches supplied are at: Cob Tree Farm (3), Hillside Farm (11), 48 Brakefield Road (3), Castle Farm (7), and The Stables (1). The one other is where the occupants are</p>																								

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>moving out of the Borough. For gypsies and travellers who do not meet the national definition, the amount is: 1 at Castle Farm.</p> <p>...</p> <p>5.109 The pitches and plots that will be accommodated in the shorter term on existing authorised and tolerated sites through intensification, or by small scale extensions to them where there are known needs arising from these sites, is being verified. Evidence currently indicates that some of the required gypsy/ traveller pitches and the single travelling showpeople's plot could be accommodated on existing sites without the need for planning permission. Others would require planning permission and need to be allocated in the Plan to ensure delivery of additional capacity. In terms of the latter, additional pitches could be provided to meet needs within (i.e. intensifying) the Tennis Court site at Sutton at Hone, and by extending/ intensifying the site at Salinas in Darenth Wood Road. These are identified in the policy and on the Policies Map and removed from the Green Belt. All the gypsy, traveller and travelling showpeoples' sites within Dartford Borough are located within the Green Belt. Many of the needs arise from the extended family groups referred to in paragraph 5.108 above. Accordingly, the most appropriate way of accommodating additional pitches is by intensification or small scale extensions to existing sites 'at source' and in a way that is sensitive to and compatible with the needs of the gypsy and travellers, which are primarily for the future extension of existing family units.</p> <p>5.109a (New Para.) The Council considers that there are exceptional circumstances to justify releasing land in the Green Belt to meet these needs, including due to the origin and specific nature of needs in the Borough, the unavailability of non-Green Belt land and the acute need for additional pitches. In this respect, three deliverable sites have been identified that can accommodate 12 pitches to meet needs of gypsies and travellers as set out in Table ZZZ below. These are identified in the policy and on the Policies Map, and removed from the Green Belt. This enables all the sites with temporary gypsy and traveller pitch permission at present in the Borough to make permanent provision.</p> <p>Table ZZZ: Allocated Gypsy Traveller Accommodation Land</p>
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DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<table border="1"> <thead> <tr> <th>Site</th><th>No. Pitches to be Provided</th><th>Details</th></tr> </thead> <tbody> <tr> <td>Eagle Farm, High Road, Wilmington</td><td>4</td><td> <ul style="list-style-type: none"> Existing 4 temporary pitches would be able to be provided permanently </td></tr> <tr> <td>Eebs Trollingdown Stables, Hill, Dartford</td><td>5</td><td> <ul style="list-style-type: none"> Existing 3 temporary pitches would be able to be provided permanently Extend the existing temporary site to provide 2 additional pitches </td></tr> <tr> <td>Salinas, Darenth Wood Road, Dartford</td><td>3</td><td> <ul style="list-style-type: none"> Existing 1 unauthorised pitch would be able to be regularised as an extension to the existing tolerated site Extend the site further to provide 2 additional pitches </td></tr> </tbody> </table> <p>5.110 The Council is also confirming the broad locations and future sources of supply which may be suitable for additional gypsy pitches in the longer term. This could be through intensification or extension of other existing sites and/ or through making provision within strategic development coming forward within Ebbsfleet Garden City. As set out in policies E1 and M12, the Council is assessing the potential of sites in Ebbsfleet Garden City. The provision of these 12 pitches will go towards meeting the need for 27 deliverable pitches. In addition there is a further need for 17 pitches later in the plan period to meet needs of gypsies and travellers who meet the definition. There may also be further needs of dependents who are no longer able to lead a nomadic way of life due to ill health or disability. The Council will work positively to secure delivery under policy M12 to meet local needs when land becomes available to meet the shortfall in pitch provision.</p>	Site	No. Pitches to be Provided	Details	Eagle Farm, High Road, Wilmington	4	<ul style="list-style-type: none"> Existing 4 temporary pitches would be able to be provided permanently 	Eebs Trollingdown Stables, Hill, Dartford	5	<ul style="list-style-type: none"> Existing 3 temporary pitches would be able to be provided permanently Extend the existing temporary site to provide 2 additional pitches 	Salinas, Darenth Wood Road, Dartford	3	<ul style="list-style-type: none"> Existing 1 unauthorised pitch would be able to be regularised as an extension to the existing tolerated site Extend the site further to provide 2 additional pitches
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DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>5.111 The Council will monitor provision, and is aware that at some sites space may be freed up or additional new pitches provided within a lawful site without a requirement for a fresh planning application. Further Additional unidentified sites may come forward through the planning application process which meet the needs of gypsies and travellers who satisfy the planning definition, permitted under the policy criteria below.</p> <p>5.111a (New Para.) To further support an expanded provision of accommodation, the allocated and existing pitch supply will be protected. This will be achieved by retaining conditions relating gypsy and traveller status on existing permissions and imposing new conditions limiting the use of the land to gypsies and travellers where new planning permissions are considered on this basis.</p> <p>5.111b (New Para.) The need for one travelling showpeoples' plot can be accommodated on the existing Forest Amusements site in Darenth Wood Road, Dartford. The extant planning permission for this site does not place any restrictions on the number of accommodation units that can be placed on it. Therefore it is not necessary to allocate this site in the plan.</p> <p>5.111c It is important that sites are appropriate in terms of their size scale, surrounding impact on residential amenity, and living conditions on site, landscape impact provide a suitable living environment and road safety and provide safe vehicular and pedestrian access. Sites should, so far as possible, also be located close to education, health and community facilities, and be accessible by public transport. These matters are addressed in criteria 2 criteria 2 and 3 of the policy.</p> <p><u>Policy M12:</u></p> <p>1. Dartford Borough will meet accommodation needs of gypsies and travellers and travelling showpeople, identified in Table XXX and Policy S4, and plan to provide maintain a Five Year Supply, with deliverable land to meet identified requirements for 34 gypsy and traveller pitches and 1 travelling showpeople plot to 2026. This will occur through a range of actions by:</p> <p style="padding-left: 40px;">a) Realising the potential for additional accommodation through permitting gypsies and travellers development, particularly for caravans to facilitate indigenous family needs, within at existing authorised and tolerated sites, where needs are appropriately demonstrated;</p>
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DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

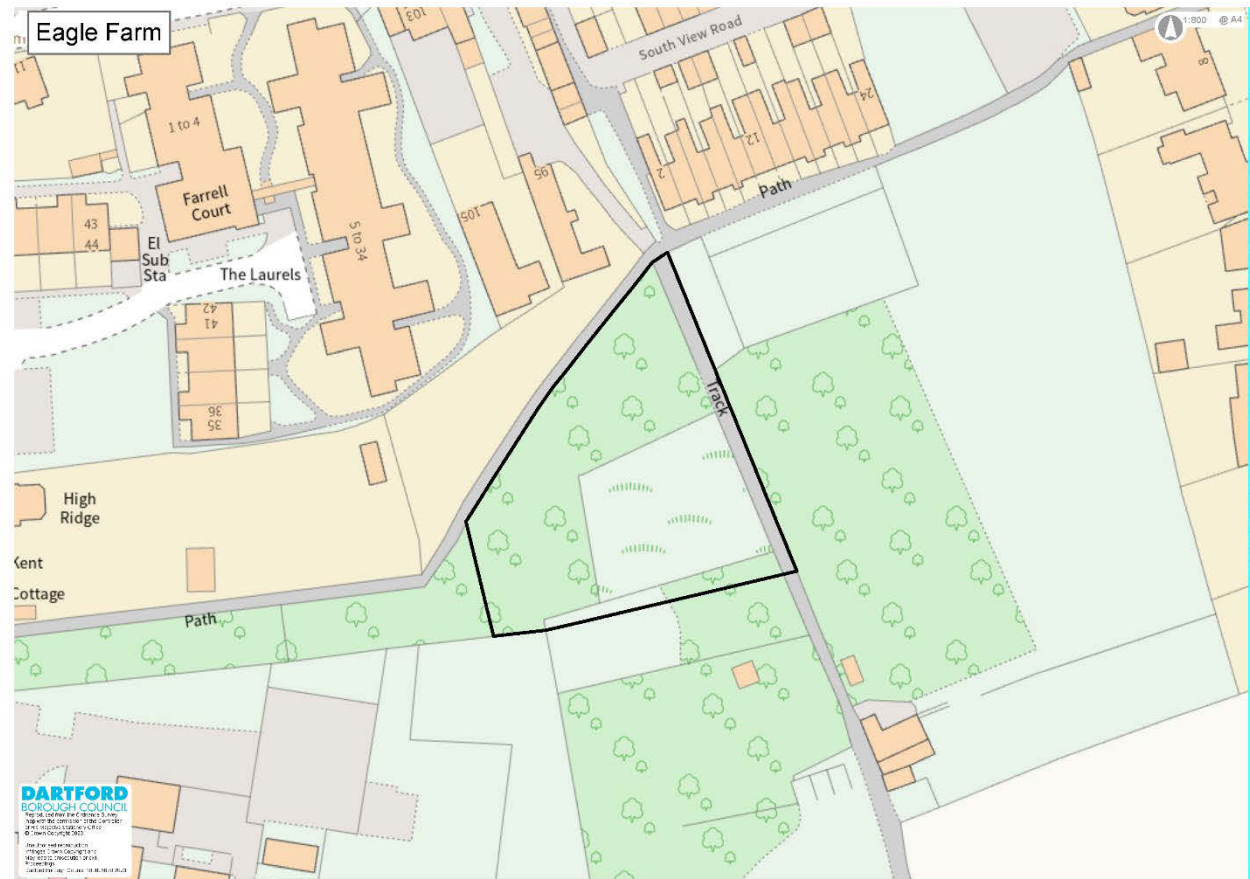
		<p>b) Allocating land for additional pitches at Tennis Courts Sutton at Hone and 3 pitches at Salinas, Darenth Wood Road; 5 pitches at Eebs Stables, Trollington Hill; and 4 pitches at Eagle Farm, High Road Wilmington, shown on the Policies Map and at Diagrams I to III. Specific proposals will be subject to detailed landscaping requirements to ensure that the impact on the openness of adjoining green belt land is minimised and, where appropriate, to provide new defensible boundaries that should have the potential to endure for the plan period and beyond;</p> <p>c) The need for 1 travelling showpersons plot will be met through an existing permission at the Forest Amusements site, Darenth Wood Road.</p> <p>d) Protecting and safeguarding: existing authorised Gypsy and Traveller sites and pitches; existing authorised sites for travelling showpeople; the new gypsy and traveller pitches allocated under 1(b); and any new gypsy and traveller sites that might be granted planning permission</p> <p>e) Actively seeking to identify deliverable non-Green Belt sites within Ebbsfleet Garden City; and</p> <p>e) Determining all planning applications expeditiously in line with national policy and the development management criteria set out in criterion 2.</p> <p>2. Proposals Planning applications for gypsy and traveller pitches and travelling showpeople plots outside of the allocated sites will be assessed against relevant local and national policy requirements. Proposals located in the Green Belt will be determined in accordance with the balancing exercise set out in national policy, taking into account impacts on the openness and purposes of the Green Belt, and having regard to relevant material considerations, including recognising the importance of meeting any remaining unmet gypsy and traveller site needs. Permission will be granted on a permanent basis wherever possible. All proposals must demonstrate that the site:</p> <p>a) is of a scale to accommodate, and has the potential to provide the facilities required for, future occupants, in terms of amenity and in meeting site licensing requirements;</p> <p>b) will provide acceptable living conditions for future occupants in terms of noise, vibration, pollution, and such other environmental factors as may be material;</p> <p>c) is of a scale appropriate to compatible with the ability of the surrounding community to accommodate the development, without significant detriment to neighbouring residential amenity, taking into account of existing population size and density;</p> <p>d) is not in an area liable to flooding, and that suitable drainage can be installed that does not lead to unacceptable risks to groundwater and/ or localised flooding;</p>
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		<p>e) is located in reasonable close proximity to a range of services and facilities;</p> <p>f) Has the ability to provide appropriate safe vehicular access to the site and provides suitable parking and amenity areas;</p> <p>g) Is screened and visually integrated into the local and wider landscape, with careful siting within the site (including any day rooms and other necessary ancillary facilities).</p> <p>3. (New Clause) In applying this policy, regard shall be had to the personal circumstances of persons or their dependents who are unable to lead a nomadic way of life for genuine reasons of ill health and/ or disability.</p>
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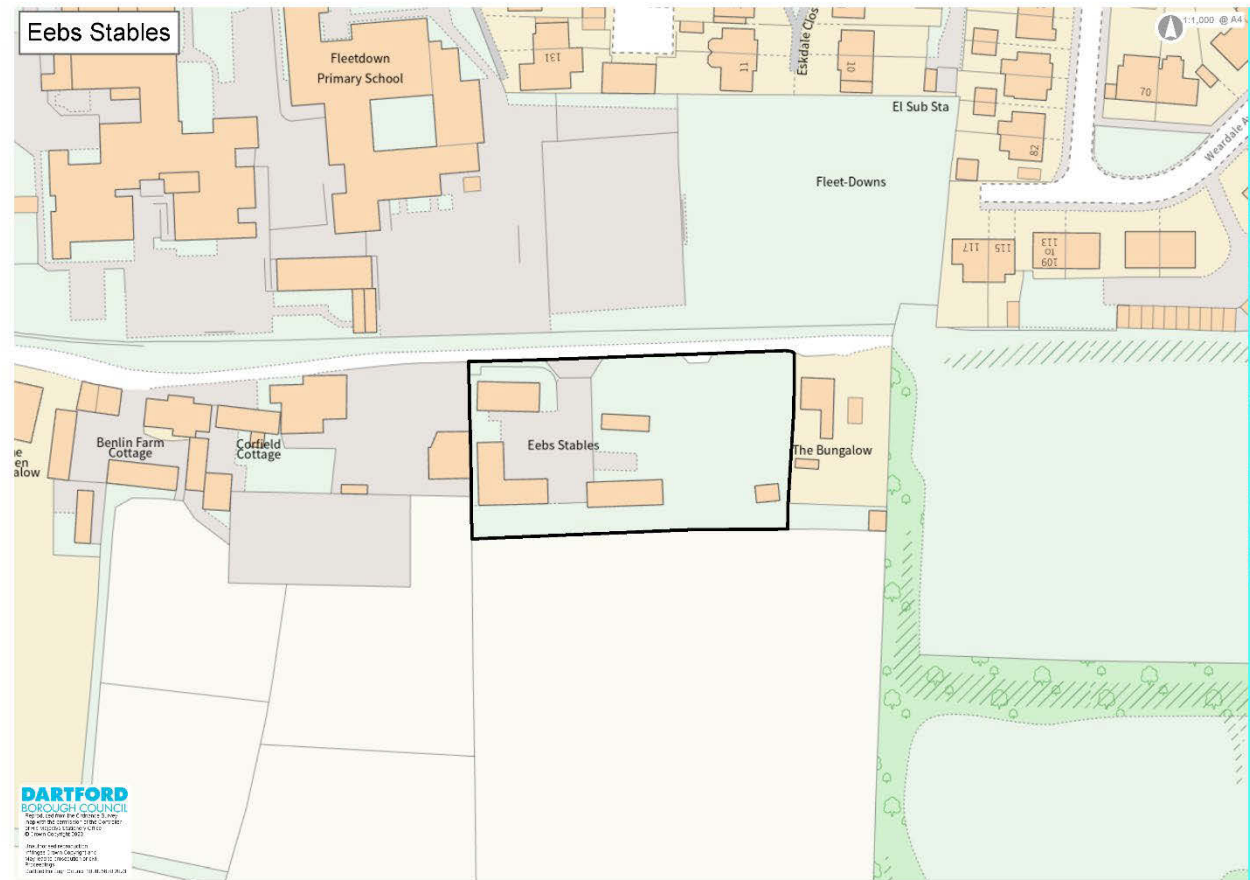
DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

Diagram I



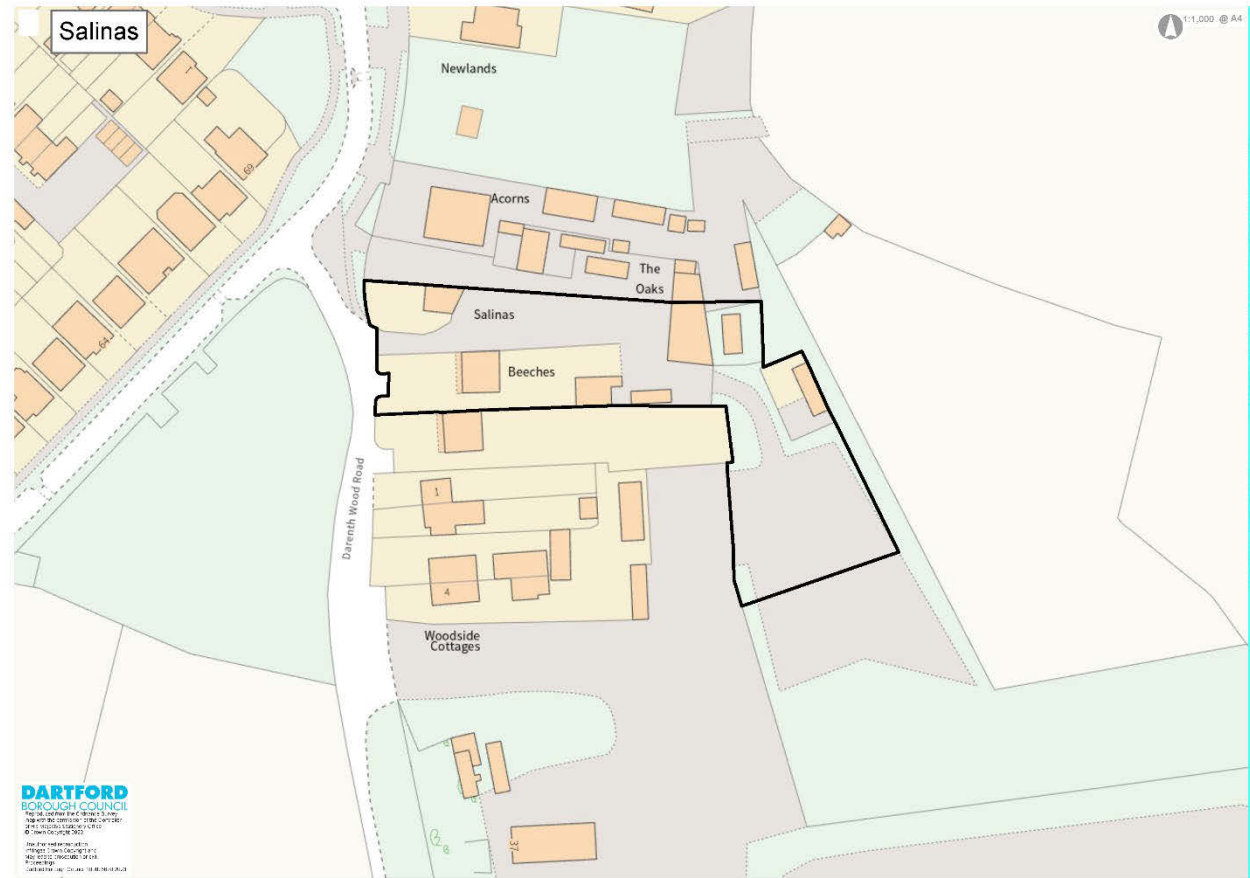
DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

Diagram II



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Diagram III



DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

Policy M13: Green Belt

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/24	Policy M13: Clause 3, Clause 4, Clause 5, Clause 6, Clause 7, Clause 8	<p><u>Policy M13:</u></p> <ol style="list-style-type: none"> 1. Dartford Borough's Green Belt is shown on the Policies Map, and its essential characteristics are its openness and permanence. Inappropriate development in the Green Belt will be resisted in accordance with national planning policy. 2. Inappropriate development is by definition harmful to the Green Belt and will only be approved in very special circumstances. Very special circumstances will not exist unless potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. 3. In assessing other harm, the local planning authority will use the following criteria will be included in the local planning authority's consideration: <ol style="list-style-type: none"> a) The extent of intensification of the use of the site; b. The impact of an increase in activity and disturbance resulting from the development, both on and off the site, including traffic movement and parking, light pollution and noise; c. The impact on biodiversity and wildlife; d. The impact on visual amenity or character taking into account the extent of screening required; and e. Impacts arising from infrastructure required by the development. 4. In assessing harm Where developments proposals will need to accord with, the objectives, purposes and essential characteristics of conserving the Green Belt, particularly in terms of preserving permanent openness as a recreational, ecological and agricultural resource. Such Developments will also be assessed against the following criteria where applicable. <p><u>Re-use of Buildings</u></p> <ol style="list-style-type: none"> 5. Applications for re-use of buildings must relate to lawful permanent buildings of substantial construction. The change of use of the curtilage to the building, any extension required to facilitate the change of use, and the impacts of such changes in use on the purposes of the Green Belt will be

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>taken into account. The lack of demand for the existing lawful use will need to be demonstrated. In circumstances where character and scale are important to the local setting, excessive external alterations and additions will not be permitted.</p> <p><u>Replacement Buildings</u></p> <p>6. The replacement of a building will be permitted where:</p> <ul style="list-style-type: none"> a) The replacement building remains in the same use; b) The replacement building will not be materially larger than the existing building it replaces, taking into account bulk, height, massing and scale. As a replacement, the building should be limited to an expansion of no more than 30% volume of the original building*. <p><u>Extensions to Buildings</u></p> <p>7. Extensions to buildings remaining in the same use will be permitted where:</p> <ul style="list-style-type: none"> a) They are proportionate and subservient in appearance, bulk, massing and scale of the original building; and b) The proposal would not result in a disproportionate addition to the original building. The extension must constitute no more than a 30% volumetric increase over and above the original building*, and maximising the volume of the building to 30% will not be appropriate in every circumstance. <p><u>Infilling or redevelopment of Previously Developed Sites</u></p> <p>8. Proposals for the infilling or redevelopment of previously developed sites must not have a greater impact on the openness of the Green Belt <u>than existing development or cause substantial harm to it</u>, and the purpose of including land within it than the existing development. Developments that lead to over intensification of the site, <u>will not be permitted</u>.</p> <p>...</p>
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Policy M14: Green and Blue Infrastructure and Open Space Provision

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/25	New para. after 5.127 Policy M14: Clause 2	<p>5.127a (New Para.) The Borough includes the following Protected Local Green Spaces (including those in the Stone Neighbourhood Plan, made in 2022):</p> <ul style="list-style-type: none"> • In Dartford: St Edmunds Pleasance, Berkeley Cres / Dorchester Cl, Playground Joyce Green Lane, Bronte Grove, Welcome Rd Allots, Marsh St ‘Enchanted Woodland’, Morris Gardens Attlee Dr, Play area Cedar Rd, Willow Walk r/o Savoy Rd, Dartford Invicta Bowling Green Burnham Rd, Wilmot Pk & Allots, and Somerset / Devonshire Rds Allots. • In Swanscombe and Geenhithe: Knockhall Rec, Ingress Abbey lawns and boulevard, R/O Ingress Abbey, Open space Eagles Rd, and Keary Rd Allots. • In Stone: St Luke’s Chapel Dr, Horns Cross Garden London Rd, Open space Alamein Gardens, r/o Sandpiper Cl Waterstone Pk, Woodland The Oaks, Charles St community park, and Kirby Rd Allots. • Outside the urban area: Rec and Allotments (Bean), Hill Rise Green (Darenth), Open space The Dell (Maypole), Playing field Chestnut Grove (Joydens Wood), Longfield Hill triangle Main Rd (Longfield), and Land South of Friary Hook Green La (Southfleet). <p>...</p> <p><u>Policy M14 (Clause 2):</u></p> <p>2. Protected Local Green Spaces as defined on the Policies Map will be retained (or enhanced) to maintain their openness and or special local role. They must continue to provide high quality spaces to support attractive, distinctive and sustainable neighbourhoods. Development of Protected Local Green Spaces will be refused unless very special circumstances apply, considering national and Dartford Green Belt policy (particularly policy M13 criteria 1-3 and 13-14).</p> <p>...</p>

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

Policy M15: Biodiversity and Landscape

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/26	<p>Para. 5.132, Para. 5.133, New Para. After 5.133, Para. 5.134, New Para. After 5.134, Para 5.140</p> <p>Policy M15: Clause 2 and Clause 3</p>	<p>...</p> <p>5.132 The Thames Estuary and Marshes, Medway Estuary and Marshes and The Swale Special Protection Areas (SPAs) and Ramsar sites, which comprise wetland sites of international biodiversity importance, are located outside the Borough but have the potential to be affected by some proposals in the eastern part of the Borough. Studies have shown declines in the numbers of birds using these sites which could be caused by human disturbance from recreational use of the marshes. The evidence shows that residential development within 6km and larger residential development between 6km and 10km of the SPAs and Ramsar sites could lead to an increase in recreational use. Both the 0-6km and 6km-10km zones affect proposed residential developments in the east of Dartford Borough and is are shown in Figure 11.</p> <p>5.133 Under the Habitats Regulations, there is a need for the local planning authority to screen for and, if necessary, carry out appropriate assessment for all proposed developments which have the potential to affect the biodiversity interest of SPAs and Ramsar sites. The assessments need to show if the development would have any potential significant impacts on the integrity of the SPAs/ Ramsar sites. If there are, the assessment needs to show how these would be avoided, mitigated, managed and funded. The Council has produced a Template Form for HRA Screening and Appropriate Assessment within the supporting ‘Habitats Regulations and Large Sites in Dartford Borough – Guidance for Developers’ document.</p> <p>5.133a (New Para.) Following screening and appropriate assessment, all residential developments located within 6km of the North Kent Special Protection Areas and Ramsar sites, must implement one of the three options for mitigation measures to ensure that there are no likely significant effects on the protected features of those sites. More detail on the screening requirements, zones, residential thresholds, tariff fees, the uses covered by “residential developments”, and a template form for HRA Screening and Appropriate</p>

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>Assessment, is set out in the Council’s ‘Habitats Regulations Assessment – Guidance for Developers’ supporting document.</p> <p>5.134 The agreed existing approach within the Borough requires Applicable developments of more than 15 dwellings (or equivalent) within the 6km-10km zone must also mitigate their impacts, albeit at a much reduced rate, following screening and appropriate assessment. . . This approach will apply to the Ebbsfleet Central allocation (policy E4) and to other applicable residential developments coming forward in the zone where they have not already been subject to screening and/ or appropriate assessment. The guidance sets out the following options for potential ways in which impacts could be mitigated:</p> <ul style="list-style-type: none"> • Option 1: Payment of a tariff per dwelling, calculated as a proportion of that applied to developments within 6km of the SPAs and Ramsar sites. The tariff will be used to fund measures that are likely to have an impact on areas which attract less frequent visitors. • Option 2: Provision of alternative greenspace/ bluespace within or close to the proposed development which provides a demonstrably suitable alternative to visiting the SPAs/ Ramsar sites. • Option 3: Availability of demonstrably suitable alternative greenspace/ bluespace which may divert potential residents from visiting the SPAs/ Ramsar sites which could reduce or negate the need for tariff contributions. <p>5.134a (New Para.) The tariff will be used to fund relevant and appropriate measures identified in the Thames, Medway & Swale Estuaries – Strategic Access Management and Monitoring Strategy (SAMM).</p> <p>...</p> <p>5.140 As well as ensuring that existing biodiversity features are not adversely affected, developments should provide net gains for biodiversity. Under the <u>Environment Act 2021</u>, all planning permissions granted in England (with a few exemptions) will have to deliver at least 10% biodiversity net gain. BNG will be measured using Defra’s biodiversity metric and habitats will need to be secured for at least 30 years. Measures to improve biodiversity value should be included within the site boundaries but, in the event that this is not possible, they must be offset. However, developers must be able to demonstrate that impacts on ecology and biodiversity could not reasonably be avoided or mitigated before biodiversity offsetting will be</p>
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		<p>considered. Provision should be made within the Borough's Biodiversity Opportunity Areas or as part of agreed county-wide habitat creation, nature recovery strategies or enhancement projects. Net gain projects will be supported where they align with national, regional and local strategies and priorities for nature. It is anticipated that there will be a national requirement for developments to provide a minimum of 10% biodiversity net gain.</p> <p>...</p> <p><u>Policy M15:</u></p> <p>1. Development on sites designated for their biodiversity value will not be granted planning permission unless it can be clearly demonstrated that the biodiversity value will not be adversely affected by the proposals. Proposed development located on or in close proximity to designated sites, priority or other irreplaceable habitats or priority species, or with potential effects on them, must demonstrate that it will not adversely impact on the biodiversity value or ecological pathways. Residential developments of more than 15 dwellings located within 10km of the North Kent Special Protection Areas and Ramsar sites will be subject to screening and, if necessary, assessment under the Habitats Regulations. This may require the implementation of mitigation measures to ensure that there are no likely significant effects on the protected features of those sites.</p> <p>2a. All residential developments located within 6km of the North Kent Special Protection Areas and Ramsar sites will be subject to screening and appropriate assessment under the Habitats Regulations and will be required to implement mitigation measures to ensure that there are no likely significant effects on the protected features of those sites.</p> <p>2b. Residential developments of a scale greater more than 15 dwellings located between 6 and 10km of the North Kent Special Protection Areas and Ramsar sites will be subject to screening and if necessary appropriate assessment under the Habitats Regulations. This may will also require the implementation of mitigation measures, albeit at a reduced rate, to ensure that there are no likely significant effects on the protected features of those sites.</p> <p>2c. The Council will seek one of the following options to mitigate impacts as required under 2a) or 2b):</p> <ul style="list-style-type: none"> • Option 1: Payment of a tariff per dwelling. For developments within 6-10km this will be calculated as a proportion of that applied to developments within 6km of the SPAs and Ramsar sites, or
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DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<ul style="list-style-type: none"> • Option 2: Provision of suitable alternative new greenspace/ bluespace within or close to the proposed development, which if acceptable would remove/ reduce financial contributions made as part of mitigation, or • Option 3: Availability of demonstrably suitable and comparable alternative greenspace/ bluespace, which evidence shows would clearly divert potential residents from visiting the SPAs/ Ramsar sites. If acceptable this could reduce financial contributions to be made as part of mitigation. <p>2d. Applicable planning applications falling within the above zones must contain enough information so that the local planning authority can carry out an appropriate assessment under the Habitats Regulations.</p> <p>3. 2 Developments will be expected to protect and enhance biodiversity. In the event that development adversely affects any existing habitats, this must be replaced by compensatory habitat of a similar type, size and condition in close proximity to that which is being lost. The new national requirements for at least 10% biodiversity net gain will apply to all applicable developments. Local delivery of net gains should be made by enhancing existing habitats and/ or creating new habitats on-site or, in cases where this is not achievable, off-site within the Biodiversity Opportunity Areas or as part of agreed county-wide habitat creation, nature recovery strategies or enhancement projects. These will need to be informed by and link as best possible to the Dartford Green Grid network. Developers must be able to demonstrate that impacts on ecology and biodiversity could not reasonably be avoided or mitigated on-site before biodiversity offsetting off-site will be considered. BNG will be measured using DEFRA's latest biodiversity metric and habitats will need to be secured for at least 30 years.</p> <p>4. In all development proposals, including works to trees protected under a Tree Preservation Order, existing tree coverage, hedgerows and other landscape features should be retained wherever possible. If retention is demonstrated not to be feasible and/ or removal is justified, replacement provision should be of an appropriate native tree species or landscape feature which reflects the maturity, canopy cover and location of that being replaced.</p>
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Policy M16: Travel Management

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/27	Policy M16: Clause 4	<p><u><i>Policy M16 (Clause 4):</i></u></p> <p>4. Land required for potential improved rail connectivity between Abbey Wood and Ebbsfleet International is currently safeguarded as shown on the Policies Map and development which will prejudice this, or in a future safeguarding area, will not be permitted. In the event of delivery of a significant rail infrastructure intervention to provide Elizabeth Line (Crossrail) services or to directly facilitate better access to Abbey Wood, a Local Plan review will ensure that sustainable regeneration and transport network integration opportunities are maximised. Any re-provision of railway stations on the North Kent line should enhance the capacity, quality and safety of the stations, and promote sustainable modes of onward travel through integrating ticketing/ facilities supporting all public and active transport modes.</p>

Policy M18: Community Uses

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/28	Para. 5.165 Policy M18: Clause 3	<p>5.165 The pace of change in the Borough means community infrastructure provision is a central part of securing growth (policies S2 and S4). Well located social and community facilities and services help people, including vulnerable groups, to meet their day-to-day needs locally and encourage increased levels of sustainable and active travel. In addition, such facilities contribute to a sense of community, quality of life and wellbeing in the neighbourhood. Dartford's infrastructure planning, developed through discussions with infrastructure/ service providers, identifies improvements to existing and provision of new community facilities. A summary of the community facilities identified is shown in Table AA and Diagram 2.</p>

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>...</p> <p><u>Policy M18 (Clause 3):</u></p> <p>...</p> <p>3. Land for community facilities or upgrades shown in Diagram 2 or Table AA should be prioritised and reserved, particularly within the indicative healthcare and primary school search zones (where although specific provision has yet to be finalised, likely future need has been identified). In any event in the Borough, if specific land has been earmarked for community facilities through planning obligations, other formal agreements, approved planning permissions, or identified in Dartford's published infrastructure planning documentation (including Infrastructure Delivery Plan and Future Infrastructure Statement), this will be safeguarded until a community facility is delivered or agreement is reached that land for a community use will not be required.</p>
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Policy M19: Sustainable Economic Locations

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/29	<p>Para. 5.180</p> <p>Policy M19: Clause 3</p>	<p>...</p> <p><u>Large proposals and strategic investment</u></p> <p>5.180 Ample economic development land is (or will become) available in the identified employment areas or priority growth locations. However to further support growth, Policy M19 (criterion 3) addresses national policy with criteria for genuinely exceptional investment significantly benefiting the Borough that may emerge, allowing additional flexibility as a potential exemption. in response to potential future major economic opportunities. Although inapplicable to most economic developments, pProvision is thereby made for extraordinary future proposals, the event of for</p>

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>unforeseen strategic opportunities that may arise in new sectors, technology and future innovation. These proposals should also satisfy applicable strategic policies (including S1:7 and S2:3) and relevant design and development management national and local policies for environmental improvement, long distance views from the public realm and shorter distance outlooks from private property, and creating a street scene which complements and integrates with the surrounding neighbourhood (including through policies M1 and M2).</p> <p>...</p> <p><u>Policy M19 (Clause 3):</u></p> <p>3. Strategic investment proposals for large new research and development facilities, offices or high technology industrial premises, and storage and distribution operations at a variety of scales, of a form not already provided in the Borough, will be supported; where sustainably located at Central Dartford, Ebbsfleet Garden City or at/ adjacent to identified employment areas. If there is no prospect of accommodating the this development at these locations, such uses may exceptionally be considered elsewhere where:</p> <ul style="list-style-type: none"> a) it is robustly evidenced that clear substantial local benefits are secured, including through the scale and type of new employment opportunities generated and improved sustainable transport provisions; and b) there is a demonstrable extraordinary economic need for the development in the Borough.
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Policy M20: Provision for Local Businesses and Skills

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/30	Policy M20: Clause 5	<p><u>Policy M20 (Clause 5):</u></p> <p>5. Large proposals for offices, industrial/ distribution, retail/ leisure and other uses in use classes B and E exceeding 20,000sqm gross, should contribute to the accommodation needs of local businesses and training needs of the Borough's workforce. Applicable developments will be permitted where they:</p> <ul style="list-style-type: none"> a) include a mix of premises/ commercial land commensurate with total site size which deliver: <ul style="list-style-type: none"> i. a proportionately significant number of small units or premises designed to provide for local start-up/ 'move on' business accommodation; or ii. premises/ land that is shown to be constructed for, or targeted to, the needs of the Borough's small/ medium sized enterprises, including through premises available to rent or buy at a discount, or employment land premises delivered in a form to secure local businesses (potentially including land predominantly for open storage); and b. secure through a legal agreement the delivery of local skills training or apprenticeships with an employment and skills plan, and work placements within the completed development itself or through construction/ the supply chain.

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Policy M21: Identified Employment Areas

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/31	<p>Para. 5.183, Two new para. after 5.183</p> <p>Policy M21: Clause 4</p>	<p>5.183 Policy M21 covers the identified employment areas shown in Figure 12 and detailed on the Policies Map. These are an important part of Dartford's spatial and economic strategy (policy S1). They include high quality business parks such as Crossways and The Bridge which attract major investment and employment. A new large scale development of commercial premises at Northern Gateway, Dartford, has been completed, adjacent to the existing Riverside Industrial Estate. There has been investment in new light industrial units, and the distribution/warehousing (use class B8) sector has attracted significant development to modernise and expand its stock. The Policies Map is updated to reflect new and proposed changes.</p> <p>5.183a (New Para.) A choice of established industrial/ commercial clusters and business premises outside the urban area is also provided. Economic development proposals that may be received outside identified employment areas are guided by policy M19.</p> <p>5.183b (New Para.) The new industrial and warehousing floorspace planned policy S4 will principally be provided through intensification opportunities in and expansions to identified employment areas. Three major expansions are planned, and as with intensification, will be delivered in line with policy M21 below:</p> <ul style="list-style-type: none"> • to Littlebrook/ The Bridge (the former Littlebrook Power Station site), • to Crossways (the former Dartford International Ferry Terminal site), and • to Burnham Road, Dartford (land north of Sandpit Road, west of River Darent). <p>...</p> <p><u>Policy M21 (Clause 4):</u></p> <p>...</p> <p>4. Where a need from businesses in the vicinity is shown, hotels will be supported if the proposal supports sustainable transport, and the sequential test is passed in relation to alternative in centre</p>

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		and edge of centre locations. Non-job generating development, other than operational development required to support existing employment uses , will not be permitted within identified employment areas.
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Policy M22: Bluewater

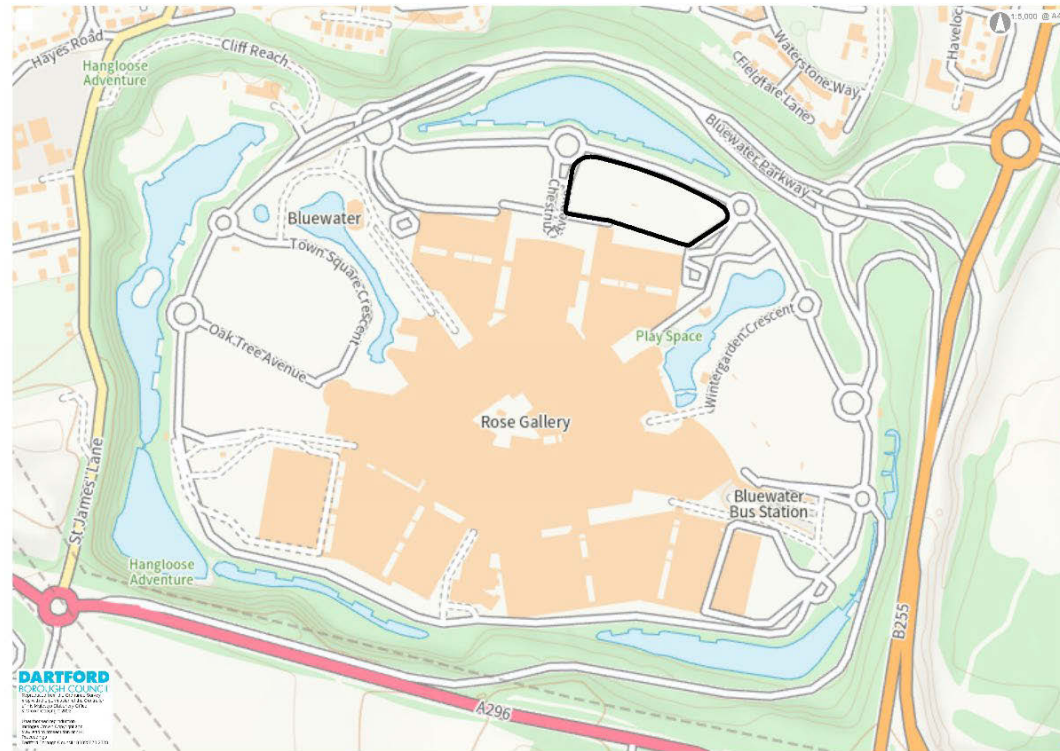
<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/32	New Para. After 5.205 Policy M22: New Clause after Clause 3	<p>...</p> <p>5.205a (New Para.) Bluewater's location within a large quarry limits the ease of integration within the neighbourhoods and local services of Stone and Greenhithe. This means any future residential development potentially benefiting from Bluewater's facilities, specifically the allocation at Chestnut Avenue East situated in close proximity to the bus station (policy M22:4 below), will require a well-planned approach to address this challenge and to maintain Bluewater's identified regional and economic role. Development will need to support the sustainable living and quality of life of new residents, and the creation of an inclusive and cohesive community neighbourhood, particularly through action to ensure convenient and attractive opportunities for walking and cycling to neighbourhood services and improve direct access to shopping and bus station facilities. Innovative design and construction solutions will be required to promote low carbon development and to overcome the environmental constraints of the land, including noise and air quality issues. The site is surrounded by raised/ busy highways and a multi storey car park, and residential development must address associated issues, including to provide an appropriate outlook. Given all these issues, sufficient detailed information will be necessary with any planning application to identify and justify an appropriate design and quantum of development.</p> <p><u>Policy M22:</u> ...</p>

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		<p>4. (New Clause) Residential development will be permitted at Chestnut Avenue East as shown on the Policies Map and Diagram IV where it:</p> <ul style="list-style-type: none">a) Is consistent with all criteria in part 2 of the policy above,b) Integrates with surrounding neighbourhoods through provision of safe and direct access to the bus interchange, open space and other facilities and services within Bluewater.c) Creates an active ground floor and elevations, and creating a street scene and sense of residential place. Development must achieve a satisfactory relationship of proposed dwellings to the adjacent car park, and highway, particularly in terms of outlook, amenity and disturbance.d) Demonstrates that adequate parking is available for existing shopping centre users and proposed dwelling occupants.e) Meets other Local Plan policy and infrastructure requirements,f) Has been subject to a design-led process leading to an agreed masterplan, showing approximately 114 dwellings are demonstrated to be suitable.
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Diagram IV: Residential Allocation within Bluewater



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Policy M23: District and Local Centres

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/33	Policy M23: Clause 2, Clause 3, new Clause after 3	<p><u>Policy M23:</u></p> <ol style="list-style-type: none"> Mixed use development within District and Local Centres will be acceptable where: <ol style="list-style-type: none"> At ground floor level, one or more viable modern commercial/ community units are provided for suitable active uses in line with criterion 2 or 3 as applicable, and is of proportionate scale and form to the vitality and purpose of the centre (Table 7); and It is demonstrated to improve the local environment of the centre. <p style="text-align: center;"><u>District Centres</u></p> Change of use requiring planning permission, including from for use class E, F or service sui generis use, will be permitted at District Centres where the proposed use provides a service to visiting public and: <ol style="list-style-type: none"> more than 50% of the ground floor units are retained currently in use classes E and F use; and the existing unit is vacant and has been demonstrated to be not viable for use class E, F or service sui generis use through sufficient effective marketing. <p style="text-align: center;"><u>Local Centres</u></p> Change of use, requiring planning permission, will be acceptable permitted where two or more units within use classes E or F2 are to be retained within the Centre and: <ol style="list-style-type: none"> the prospective activity is not already provided within the centre, and is non-residential; or the existing unit is vacant and has been demonstrated to be not viable for any use class E use through sufficient effective marketing. For criteria 2 and 3 above, where applicable marketing should be proactive and for a continuous period of 12 months or more, using a professional agent and an appropriate range

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		of online, on-site and other advertising media. The asking price should be demonstrated to be reasonable for the lawful or policy compliant use, and reflecting the property and location; applying throughout the marketing period.
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Policy M24: Food and Drink Establishments

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/34	Policy M24: Clause 1 and 2	<p><u>Policy M24:</u></p> <ol style="list-style-type: none"> 1. Hot food takeaways, nightclubs, bars and public houses will only be acceptable where the following criteria are met, taking account of potential cumulative impacts: <ol style="list-style-type: none"> a) there will be no material detrimental effects on the residential amenity of neighbours; b) there will be no material detrimental effects on the local environmental quality as a result of noise, vibration and smells; and c) access, servicing and parking arrangements for the proposal will not result in an adverse material impact on the safety and traffic flows or cause unacceptable increases to traffic and parking. 2 d) The local planning authority will seek to prevent the inappropriate location or clustering of hot food takeaway premises. Hot food takeaways will normally be acceptable only within the designated network of retail centres, and will normally be refused adjacent to an existing or approved hot food takeaway unit (other than at Bluewater). 3. 2. The proposed loss of public houses in the Borough will only be acceptable where sufficient effective marketing of the premises has been carried out which demonstrates that it is not viable as a public house or for local community (use class F2) use. Marketing should be proactive

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		and for a continuous period of 12 months or more, using a professional agent and an appropriate range of online, on-site and other advertising media. The asking price should be demonstrated to be reasonable for pub and class F2 use, and reflecting the property and location; applying throughout the marketing period.
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After Paragraph 6.12 (Section 6)

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/35	Two new paras after para. 6.12	<p>6.12a Strategic planning actions arising from monitoring of the progress on Local Plan production may include addressing the prospective need (as a statutory requirement under the Duty to Cooperate) to consider assisting neighbouring local authorities to meet any established unmet housing need, where the authority has clearly demonstrated the extent of the shortfall and at what stage in their plan period that shortfall needs to be addressed.</p> <p>6.12b Neighbouring authorities would need to demonstrate that they have maximised urban housing capacity, considered repurposing land currently used for or allocated for different uses, fully explored development opportunities from infrastructure investment, and - in the event that a shortfall remains - the authority has properly assessed the capacity of green belt in their area to accommodate part or all of the housing shortfall. In the event that neighbouring authorities have demonstrated that they are unable to meet their housing needs, this may need to be rectified as a Duty to Cooperate requirement.</p>

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Appendix C: Housing Trajectory

Main Modification	Policy / Paragraph	Proposed Main Modification																																																																				
MM/36	Appendix C	<div><div>Housing Trajectory Dec 2022 (5% Uplift 1st 5 Yrs)</div><table border="1"><thead><tr><th>Year</th><th>Delivery</th><th>NPPF Requirement (5% Uplift)</th><th>Cumulative Performance</th></tr></thead><tbody><tr><td>2021/22 Yr0</td><td>550</td><td>780</td><td>-200</td></tr><tr><td>2022/23 Yr1</td><td>750</td><td>880</td><td>-350</td></tr><tr><td>2023/24 Yr2</td><td>1050</td><td>880</td><td>-450</td></tr><tr><td>2024/25 Yr3</td><td>1480</td><td>880</td><td>-100</td></tr><tr><td>2025/26 Yr4</td><td>1150</td><td>880</td><td>650</td></tr><tr><td>2026/27 Yr5</td><td>850</td><td>880</td><td>600</td></tr><tr><td>2027/28 Yr6</td><td>920</td><td>880</td><td>750</td></tr><tr><td>2028/29 Yr7</td><td>650</td><td>880</td><td>650</td></tr><tr><td>2029/30 Yr8</td><td>400</td><td>880</td><td>300</td></tr><tr><td>2030/31 Yr9</td><td>550</td><td>880</td><td>150</td></tr><tr><td>2031/32 Yr10</td><td>680</td><td>880</td><td>80</td></tr><tr><td>2032/33 Yr11</td><td>780</td><td>880</td><td>120</td></tr><tr><td>2033/34 Yr12</td><td>820</td><td>880</td><td>200</td></tr><tr><td>2034/35 Yr13</td><td>780</td><td>880</td><td>220</td></tr><tr><td>2035/36 Yr14</td><td>600</td><td>880</td><td>100</td></tr><tr><td>2036/37 Yr15</td><td>450</td><td>880</td><td>-250</td></tr></tbody></table></div>	Year	Delivery	NPPF Requirement (5% Uplift)	Cumulative Performance	2021/22 Yr0	550	780	-200	2022/23 Yr1	750	880	-350	2023/24 Yr2	1050	880	-450	2024/25 Yr3	1480	880	-100	2025/26 Yr4	1150	880	650	2026/27 Yr5	850	880	600	2027/28 Yr6	920	880	750	2028/29 Yr7	650	880	650	2029/30 Yr8	400	880	300	2030/31 Yr9	550	880	150	2031/32 Yr10	680	880	80	2032/33 Yr11	780	880	120	2033/34 Yr12	820	880	200	2034/35 Yr13	780	880	220	2035/36 Yr14	600	880	100	2036/37 Yr15	450	880	-250
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