

**SUPPORTING EVIDENCE FOR  
DRAFT SUPPLEMENTARY  
PLANNING DOCUMENT:**

**SETTLEMENTS AND  
SUSTAINABLE LOCATIONS**

*DRAFT FOR CONSULTATION*  
APRIL 2026  
PLANNING SERVICES

**DARTFORD**  
BOROUGH COUNCIL

This evidence report has been prepared by Dartford Borough Council to accompany the draft Settlements and Sustainable Locations Supplementary Planning Document (SPD) and addresses its two appendices.

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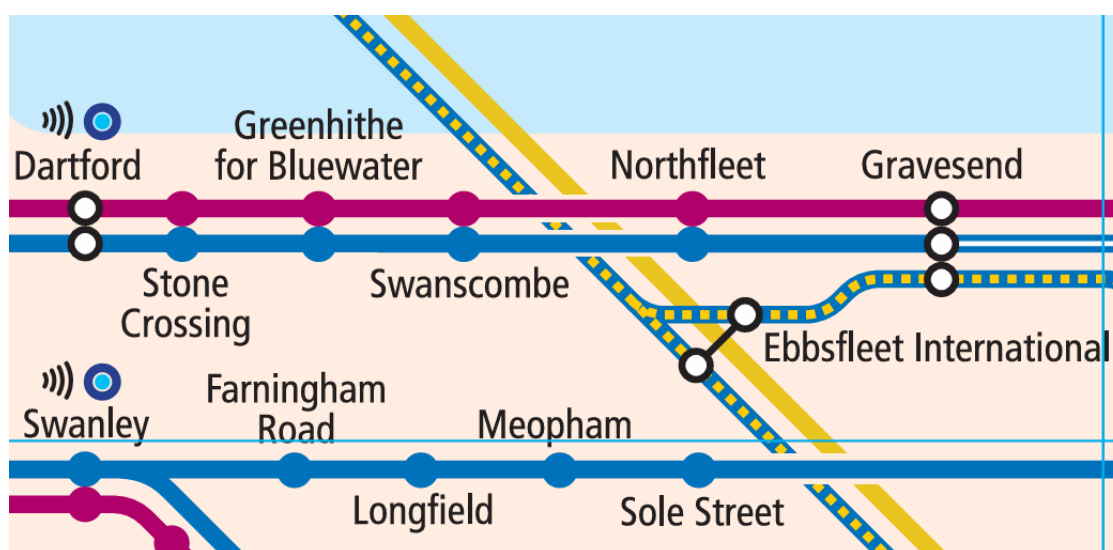
## 1. SPD APPENDIX 1 – ACCESSIBILITY RATINGS IN DARTFORD

- 1.1. SSL1 and Appendix 1 of the Settlements & Sustainable Locations SPD outline how sustainable transport for locations is considered in the Dartford Plan (adopted 2024), using established local measurements in this respect.

### SUSTAINABLE TRANSPORT IN DARTFORD BOROUGH

- 1.2. Dartford Borough has seven railway stations served by three separate railway lines, providing direct services to a wide choice of termini in different parts of central London and further east into Kent. In particular, Dartford station is the busiest railway station in Kent. During 2024/25, there was an estimated 8.7 million passenger entries/exits across all stations in the Borough; this confirms that station usage has nearly recovered to the pre-pandemic peak level of 9.1 million passenger entries/exits observed in 2018/19<sup>1</sup>.
- 1.3. Rail services in the Borough are mostly provided by Southeastern on the North Kent Line (to central London termini such as Charing Cross), Victoria Line, and the High Speed 1 Line (to Stratford International and St Pancras International). Alternative mainline services are provided by Thameslink, connecting several towns in the north of the Borough (including Stone, Swanscombe and Greenhithe) to the Medway Towns, central London and Luton.

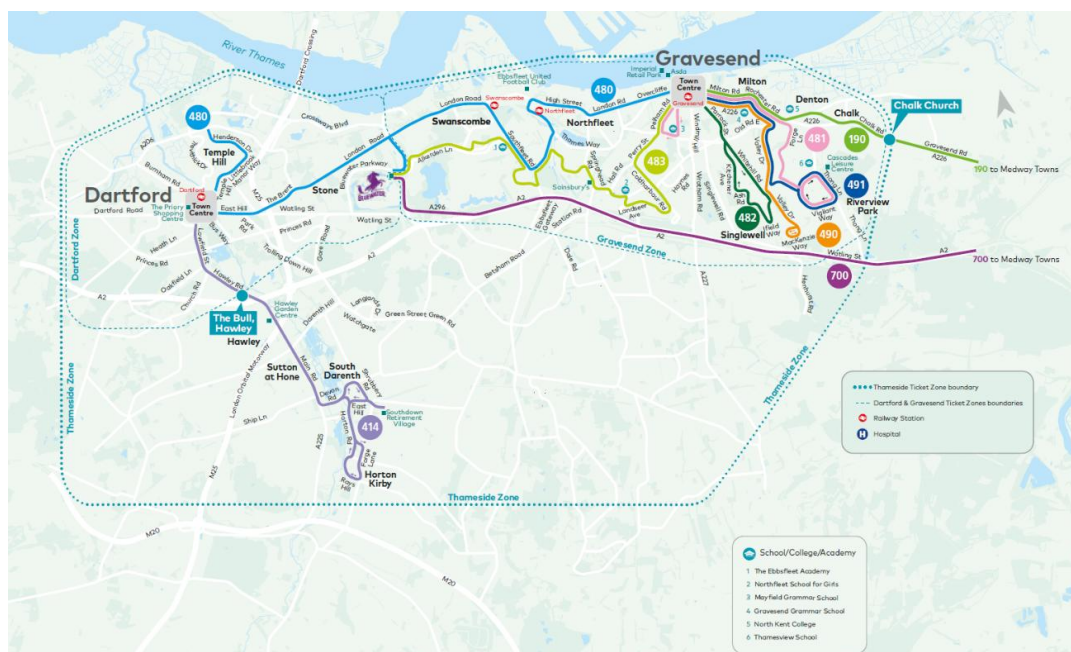
**Figure 1:** Rail services via Dartford Borough. Southeastern services are shown by the blue lines, and the High Speed service is represented by blue and yellow lines. Thameslink services are shown by purple lines.



- 1.4. A range of bus services also connect the towns, villages and suburban areas of the Borough, as well as major employment areas. Bus services in the Borough are predominantly provided by Arriva Bus Company, in addition to some services provided by Transport for London which start or end in London. Some of the services, particularly those operating in rural locations, are subsidised by Kent County Council as the Local Transport Authority. There are three main transport hubs within the Borough – Dartford Town Centre, Bluewater Shopping Centre and Ebbsfleet International Station – that allow passengers to connect with other bus services travelling both within and outside the Borough and rail services.

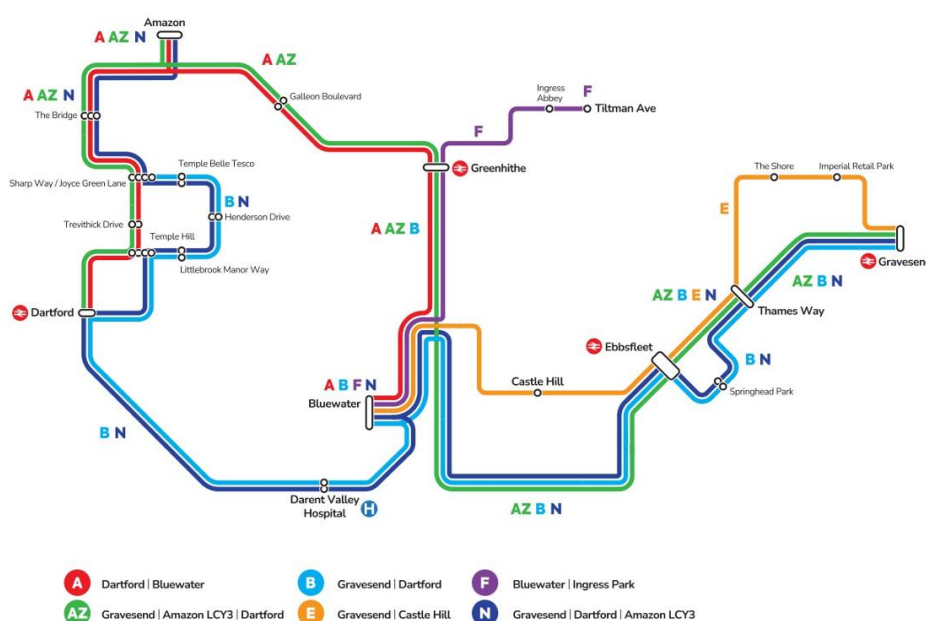
<sup>1</sup> Station usage is published by the Office of Rail and Road using annual estimates of the number of entries/exits and interchanges at each station. These estimates are based primarily on ticket sales.

**Figure 2:** Arriva bus services operating in the Thameside Zone, including Dartford (Source: Arriva Bus Company).



- 1.5. In addition to the more conventional bus services, a Bus Rapid Transit (BRT) system – Fastrack – has operated in the Borough since 2006, providing high quality and frequent services. The network includes routes connecting the centres of Dartford and Gravesend, as well as railway interchanges, Darent Valley Hospital, major existing and new developments, plus employment areas and Bluewater Shopping Centre. The network is expanding: the AZ service has recently been added serving Amazon at Littlebrook, north of Dartford. Route E will connect between Bluewater and Castle Hill (Ebbsfleet) after the completion of the new tunnel under construction. Service arrangements have however been adjusted following the collapse of the A226 (Galley Hill) road between Greenhithe and Northfleet/Gravesend, see for example current route F.

**Figure 3:** The Fastrack bus rapid transit system in Dartford and Gravesend (Source: Fastrack/Go-Ahead).



- 1.6. Turning to walking and cycling provision, National Cycle Routes 1 and 125 run through the Borough on a mix of segregated and on-road cycle tracks and the Darent Valley Path provides a 19-mile waymarked path through the Borough. In 2023, Dartford Borough Council published a Local Cycling and Walking Infrastructure Plan (LCWIP), serving as a strategic document to help identify opportunities to improve and further develop the network. The LCWIP studies include an interactive map of identified potential cycle corridors and walking zones, available on the Council's website<sup>2</sup>.

## LOCAL ACCESSIBILITY METRICS

- 1.7. The SPD sets out a simple way to rate and summarise the accessibility of a location, based on established and approved distances and principles underlying the Dartford Plan – see Table 1 below. The following benchmarks and thresholds should be used to consider the performance of locations against different sustainable transport modes, and to inform the application of the Dartford Plan and SSL 1 of the SPD. There are several local projects identified that could improve sustainable transport provision (in particular see Dartford's Sustainable Transport Strategy<sup>3</sup>).
- 1.8. Assessments of local ratings will require updates rather than relying on snapshots in this document and the SPD, or indeed initial evaluations in development proposals (if several months have elapsed since prepared).

**Table 1:** Dartford sustainable travel rating indicators

Transport mode	Dartford Summary level of accessibility		
	High	Moderate	Low
Railway	Within 800m walk <sup>4</sup> (10 minutes) from a station in the Borough	800m to 1.6km walk from a station in the Borough	More than 1.6km walk <sup>5</sup> from a station in the Borough
Bus including Fastrack	Within 400m walk <sup>6</sup> (5 minutes) from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m walk (5 minutes) from a bus stop with an average of approximately 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
Cycling <i>If at the specific location safe and convenient routes for cyclists of varying ability are available to useful destinations.</i>	Within 10 minutes cycle from Dartford Town Centre <sup>7</sup>	More than 10 minutes cycle from Dartford town centre but within 10 mins of a District Centre <sup>8</sup>	More than 10 minutes cycle from Dartford Town Centre or District Centre

<sup>2</sup> See the LCWIP and interactive map [here](#).

<sup>3</sup> [A Sustainable Transport Strategy for Dartford](#)

<sup>4</sup> An acceptable walking distance is taken to be 10 minutes (approx. 800m) from the DfT Manual for Streets and IHT (2000) Guidelines for Providing Journeys on Foot.

<sup>5</sup> Research by Wakenshaw and Bunn (2015) using National Travel Survey data based on the 85th percentile outside London gives 1.6km as the upper limit for walking to a railway station.

<sup>6</sup> The 400m walking distance is based on guidance by IHT (2000) Guidelines for Providing Journeys on Foot, which advises an average walking speed equates to approximately 400m in 5 minutes. The guidance also suggests that a desirable walking distance for journeys generally is 400m. The 400m walking distance is also supported by the DfT (2005) Inclusive Mobility guidelines.

<sup>7</sup> See the inner area of Figure 4 below.


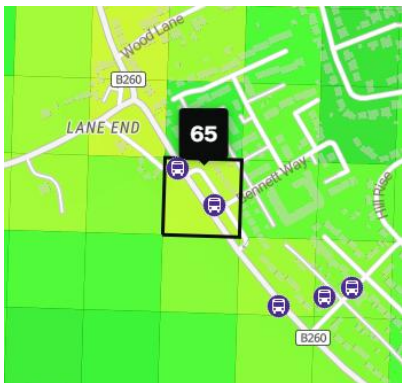
<sup>8</sup> District Centre addresses are provided in Appendix E of the Dartford Plan.

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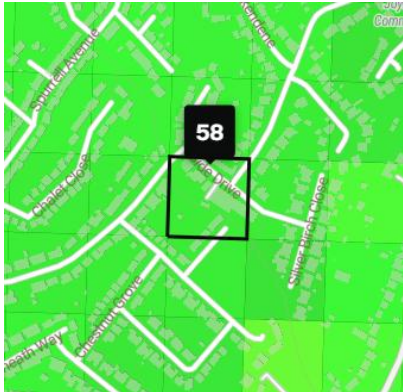

## ASSESSMENT OF SAMPLE SITES IN DARTFORD

- 1.9. To compare the Connectivity Tool against the local accessibility metrics shown in Table 1, assessments have been undertaken for 17 sample sites in Dartford. One location per ward has been selected to cover the Borough as a whole. These testing points are representative of the wide variation in urban, suburban and rural locations across the Borough, and they are generally locations where people gravitate towards, for example trip-generating uses or central amongst local facilities.
- 1.10. The comparisons show that at multiple testing locations the Connectivity Tool is inconsistent with the findings using local accessibility metrics. It performs particularly poorly in peripheral urban and suburban locations, where locations appeared to score highly for public transport by the Connectivity Tool.
- 1.11. Furthermore, the national tool regards 16 out of 17 sample locations across the Borough as 'slightly above average' or better (the majority scoring 'very high' or 'high') for public transport. However, the modal share of public transport use in the Borough is not very high. It is also noted that places that have been scored as 'low' for both rail and buses by Dartford Borough's accessibility metrics are all categorised as 'slightly above average' in the Connectivity Tool which is concerning if not near reasonably well served bus stops and over a mile from a railway station.
- 1.12. In all 17 sample locations across the Borough, the Connectivity Tool has rated them as 'above average' or better for cycling. Clearly this fails to provide a useful relative indication of where is better in the Borough for cycling. As noted in the SPD, the tool does not take into account the quality of those routes, such as safety, convenience and usefulness. \*\*'High' and 'moderate' ratings in Tables 2–18 below are only provisional as specific routes have not been yet verified in these respects: the SPD notes that qualitative factors should be assessed for each location individually and therefore a final rating may have to be downgraded if local links are inappropriate.
- 1.13. There are limited instances where the two measurements broadly align. The Connectivity Tool's highest category (90-100% score) where applicable accords with Dartford Borough's own 'high' ratings across travel modes.
- 1.14. The detailed comparison of each sample location can be found in Tables 2–18 below.



Table 2: Sustainable transport summary of Co-op Lane End, Darenth

Co-op Lane End, Darenth									
Connectivity Tool outcome		Local accessibility metrics							
<p><b>Public Transport</b></p> <p>Score: 52/100 Slightly above average (50-60%)</p> 		<p><b>Railway</b></p> <p>Score: Low 3.4km walk from Farningham Road Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough
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Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough							
		<p><b>Buses</b></p> <p>Score: Low 30m walk from a bus stop, peak of 1 bus per hour</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
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Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions							
<p><b>Cycling</b></p> <p>Score: 65/100 Above average (60-70%)</p> 		<p><b>Cycling</b></p> <p>Score: Low</p> <ul style="list-style-type: none"> <li>15-minute cycle from Dartford Town Centre</li> <li>13-minute cycle from Lowfield Street/Hawley Road District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre
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**Table 3:** Sustainable transport summary of Birchwood Parade, Joyden's Wood

Birchwood Parade, Joyden's Wood									
Connectivity Tool outcome		Local accessibility metrics							
<p><b>Public Transport</b></p> <p>Score: 58/100 Slightly above average (50-60%)</p> 		<p><b>Railway</b></p> <p>Score: Low 5km walk from Dartford Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough
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Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough							
		<p><b>Buses</b></p> <p>Score: Low 700m walk from a bus stop, peak of 3 buses per hour</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
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<p><b>Cycling</b></p> <p>Score: 68/100 Above average (60-70%)</p> 		<p><b>Cycling</b></p> <p>Score: Low</p> <ul style="list-style-type: none"> <li>• 20-minute cycle from Dartford Town Centre</li> <li>• 12-minute cycle from Lowfield Street/Hawley Road District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre
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**Table 4:** Sustainable transport summary of Maplehurst Local Centre, Maypole

Maplehurst Local Centre, Maypole			
Connectivity Tool outcome	Local accessibility metrics		
<p><b>Public Transport</b></p> <p>Score: 63/100 Above average (60-70%)</p> 	<p><b>Railway</b></p> <p>Score: Low 4km walk from Dartford Station</p>		
	<p><b>High</b> Within 800m walk from a station in the Borough</p>	<p><b>Moderate</b> 800m – 1.6km walk from a station in the Borough</p>	<p><b>Low</b> More than 1.6km walk from a station in the Borough</p>
	<p><b>Buses</b></p> <p>Score: Low 500m walk from a bus stop, peak of 4 buses per hour</p>		
	<p><b>High</b> Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</p>	<p><b>Moderate</b> Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</p>	<p><b>Low</b> More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</p>
<p><b>Cycling</b></p> <p>Score: 73/100 High connectivity (70-80%)</p> 	<p><b>Cycling</b></p> <p>Score: Low</p> <ul style="list-style-type: none"> <li>• 16-minute cycle from Dartford Town Centre</li> <li>• 14-minute cycle from Dartford West District Centre</li> </ul>		
	<p><b>High</b> Within 10 minutes cycle from Dartford Town Centre</p>	<p><b>Moderate</b> More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</p>	<p><b>Low</b> More than 10 minutes cycle from Dartford Town Centre or District Centre</p>

**Table 5:** Sustainable transport summary of The Black Horse Pub, Bean


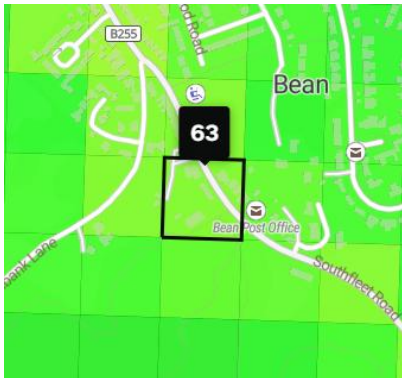
The Black Horse Pub, Bean									
Connectivity Tool outcome		Local accessibility metrics							
<p><b>Public Transport</b></p> <p>Score: 48/100 Slightly below average (40-50%)</p> 		<p><b>Railway</b></p> <p>Score: Low 3.5km walk from Greenhithe Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough
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Table 6: Sustainable transport summary of Hawley Garden Centre


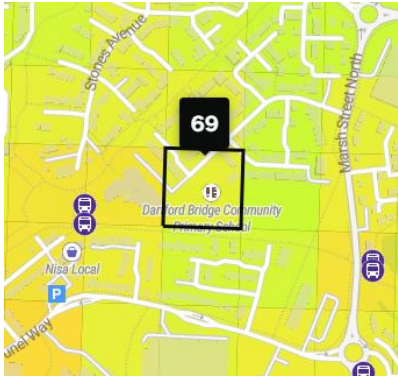

Hawley Garden Centre, A225									
Connectivity Tool outcome		Local accessibility metrics							
<p><b>Public Transport</b></p> <p>Score: 54/100 Slightly above average (50-60%)</p> 		<p><b>Railway</b></p> <p>Score: Low 3.6km walk from Dartford Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough
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		<p><b>Buses</b></p> <p>Score: Low 60m walk from a bus stop, 1 bus per hour</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
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Table 7: Sustainable transport summary of Castle Hill Local Centre, Ebbsfleet

Castle Hill Local Centre, Ebbsfleet									
Connectivity Tool outcome		Local accessibility metrics							
<p><b>Public Transport</b></p> <p>Score: 63/100 Above average (50-60%)</p> 		<p><b>Railway</b></p> <p>Score: Low 1.8km walk from Ebbsfleet International</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough
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High	Moderate	Low							
Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions							
<p><b>Cycling</b></p> <p>Score: 61/100 Above average (60-70%)</p> 		<p><b>Cycling</b></p> <p>Score: **Moderate</p> <ul style="list-style-type: none"> <li>• 38-minute cycle from Dartford Town Centre</li> <li>• 7-minute cycle from Swanscombe High Street District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre
High	Moderate	Low							
Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre							

Table 8: Sustainable transport summary of Dartford Bridge Community Primary School

Dartford Bridge Community Primary School									
Connectivity Tool outcome		Local accessibility metrics							
<p><b>Public Transport</b></p> <p>Score: 69/100 Above average (60-70%)</p> 		<p><b>Railway</b></p> <p>Score: Low 2.5km walk from Dartford Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough
High	Moderate	Low							
Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough							
		<p><b>Buses</b></p> <p>Score: Moderate 30m walk from a bus stop, peak of 4 buses per hour</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
High	Moderate	Low							
Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions							
<p><b>Cycling</b></p> <p>Score: 65/100 Above average (60-70%)</p> 		<p><b>Cycling</b></p> <p>Score: **Moderate</p> <ul style="list-style-type: none"> <li>• 12-minute cycle from Dartford Town Centre</li> <li>• 9-minute cycle from Temple Hill District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre
High	Moderate	Low							
Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre							

**Table 9:** Sustainable transport summary of Waitrose Longfield, Station Road

Waitrose Longfield, 63 Station Road															
Connectivity Tool outcome		Local accessibility metrics													
<p><b>Public Transport</b></p> <p>Score: 68/100 Above average (60-70%)</p> 		<p><b>Railway</b></p> <p>Score: High 130m walk from Longfield Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table> <p><b>Buses</b></p> <p>Score: Moderate 130m walk from a bus stop, peak of 2 buses per hour</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough	High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
High	Moderate	Low													
Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough													
High	Moderate	Low													
Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions													
<p><b>Cycling</b></p> <p>Score: 64/100 Above average (60-70%)</p> 		<p><b>Cycling</b></p> <p>Score: **Moderate</p> <ul style="list-style-type: none"> <li>• 27-minute cycle from Dartford Town Centre</li> <li>• 0-minute cycle from Longfield District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre						
High	Moderate	Low													
Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre													

Table 10: Sustainable transport summary of Pier Hotel, Greenhithe



Pier Hotel, Greenhithe									
Connectivity Tool outcome		Local accessibility metrics							
<p><b>Public Transport</b></p> <p>Score: 70/100 High (70-80%)</p> 		<p><b>Railway</b></p> <p>Score: High 750m walk from Greenhithe Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough
High	Moderate	Low							
Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough							
		<p><b>Buses</b></p> <p>Score: Moderate 350m walk from a bus stop, peak of 5 buses per hour</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
High	Moderate	Low							
Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions							
<p><b>Cycling</b></p> <p>Score: 66/100 Above average (60-70%)</p> 		<p><b>Cycling</b></p> <p>Score: Low</p> <ul style="list-style-type: none"> <li>• 19-minute cycle from Dartford Town Centre</li> <li>• 11-minute cycle from Swanscombe High Street District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre
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Table 11: Sustainable transport summary of Swanscombe High Street, junction with The Grove



Swanscombe High Street, junction with The Grove									
Connectivity Tool outcome		Local accessibility metrics							
<p><b>Public Transport</b></p> <p>Score: 76/100 High (70-80%)</p> 		<p><b>Railway</b></p> <p>Score: High 110m walk from Swanscombe Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough
High	Moderate	Low							
Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough							
		<p><b>Buses</b></p> <p>Score: Moderate 70m walk from a bus stop, peak of 5 buses per hour</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
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<p><b>Cycling</b></p> <p>Score: 69/100 Above average (60-70%)</p> 		<p><b>Cycling</b></p> <p>Score: **Moderate</p> <ul style="list-style-type: none"> <li>• 38-minute cycle from Dartford Town Centre</li> <li>• 0-minute cycle from Swanscombe High Street District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre
High	Moderate	Low							
Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre							

Table 12: Sustainable transport summary of Chastilian Road Local Centre

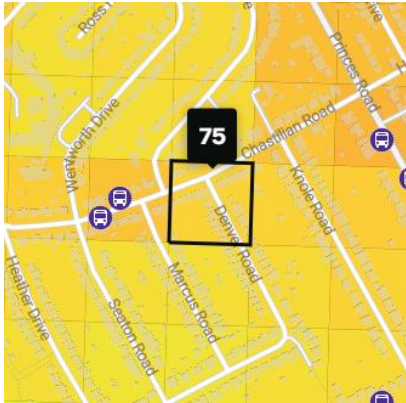

Chastilian Road Local Centre									
Connectivity Tool outcome		Local accessibility metrics							
<p><b>Public Transport</b></p> <p>Score: 75/100 High (70-80%)</p> 		<p><b>Railway</b></p> <p>Score: Low 2.5km walk from Dartford Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough
High	Moderate	Low							
Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough							
		<p><b>Buses</b></p> <p>Score: Moderate 130m walk from a bus stop, peak of 2 buses per hour</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
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<p><b>Cycling</b></p> <p>Score: 77/100 High (60-70%)</p> 		<p><b>Cycling</b></p> <p>Score: **High</p> <ul style="list-style-type: none"> <li>• 10-minute cycle from Dartford Town Centre</li> <li>• 4-minute cycle from Dartford West District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre
High	Moderate	Low							
Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre							

Table 13: Sustainable transport summary of Brent Primary School, London Road

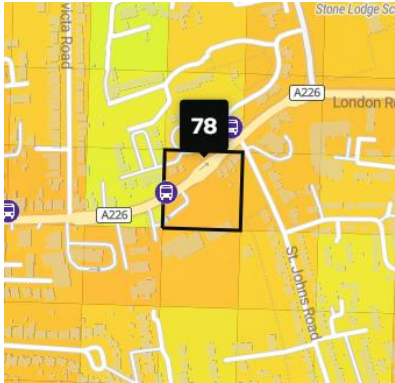

Brent Primary School, London Road															
Connectivity Tool outcome	Local accessibility metrics														
<p><b>Public Transport</b></p> <p>Score: 78/100 High (70-80%)</p> 	<p><b>Railway</b></p> <p>Score: Low 2.2km walk from Dartford Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table> <p><b>Buses</b></p> <p>Score: Moderate 85m walk from a bus stop, 2 buses per hour (peak of 7 in one direction only)</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>			High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough	High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
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<p><b>Cycling</b></p> <p>Score: 77/100 High (70-80%)</p> 	<p><b>Cycling</b></p> <p>Score: **High</p> <ul style="list-style-type: none"> <li>6-minute cycle from Dartford Town Centre</li> <li>4-minute cycle from Dartford East District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>			High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre						
High	Moderate	Low													
Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre													

Table 14: Sustainable transport summary of Burnham Road Local Centre


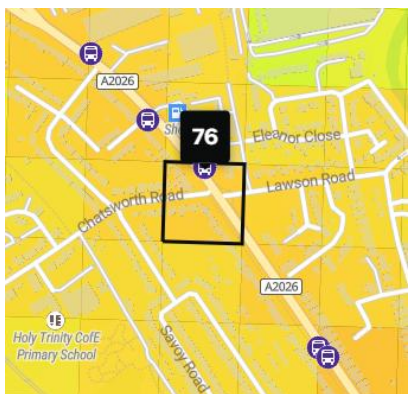

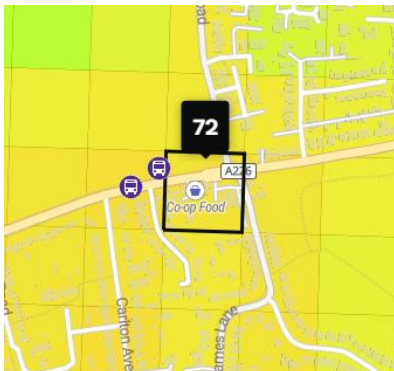
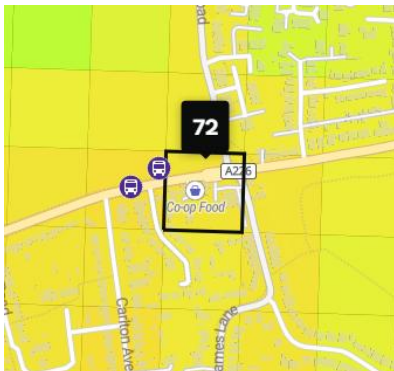
Burnham Road Local Centre															
Connectivity Tool outcome		Local accessibility metrics													
<p><b>Public Transport</b></p> <p>Score: 76/100 High (70-80%)</p> 		<p><b>Railway</b></p> <p>Score: Moderate 1.3km walk from Dartford Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table> <p><b>Buses</b></p> <p>Score: Low 30m walk from a bus stop, 1 bus per day</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough	High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
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<p><b>Cycling</b></p> <p>Score: 76/100 High (70-80%)</p> 		<p><b>Cycling</b></p> <p>Score: **High</p> <ul style="list-style-type: none"> <li>8-minute cycle from Dartford Town Centre</li> <li>8-minute cycle from Dartford West District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre						
High	Moderate	Low													
Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre													

Table 15: Sustainable transport summary of Horns Cross Co-op, London Road

Horns Cross Co-op, London Road				
Connectivity Tool outcome		Local accessibility metrics		
<b>Public Transport</b> Score: 78/100 High (70-80%)		<b>Railway</b> Score: High 600m walk from Stone Crossing Station		
		<b>High</b> Within 800m walk from a station in the Borough	<b>Moderate</b> 800m – 1.6km walk from a station in the Borough	<b>Low</b> More than 1.6km walk from a station in the Borough
		<b>Buses</b> Score: High 35m walk from a bus stop, 7 buses per hour		
		<b>High</b> Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	<b>Moderate</b> Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	<b>Low</b> More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
		<b>Cycling</b> Score: **Moderate <ul style="list-style-type: none"> <li>• 11-minute cycle from Dartford Town Centre</li> <li>• 7-minute cycle from Dartford East District Centre</li> </ul>		
		<b>High</b> Within 10 minutes cycle from Dartford Town Centre	<b>Moderate</b> More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	<b>Low</b> More than 10 minutes cycle from Dartford Town Centre or District Centre

**Table 16:** Sustainable transport summary of Newtown, Colney Road junction with St Vincents Road



Newtown – Colney Road junction with St Vincents Road			
Connectivity Tool outcome	Local accessibility metrics		
<p><b>Public Transport</b></p> <p>Score: 80/100 Very high (80-90%)</p> 	<p><b>Railway</b></p> <p>Score: Moderate 1.2km walk from Dartford Station</p>		
	<p><b>High</b> Within 800m walk from a station in the Borough</p>	<p><b>Moderate</b> 800m – 1.6km walk from a station in the Borough</p>	<p><b>Low</b> More than 1.6km walk from a station in the Borough</p>
	<p><b>Buses</b></p> <p>Score: Low 70m walk from a bus stop, 1 bus per hour in one direction (1 bus per day in opposite direction)</p>		
<p><b>Cycling</b></p> <p>Score: 79/100 High (70-80%)</p> 	<p><b>High</b> Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</p>	<p><b>Moderate</b> Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</p>	<p><b>Low</b> More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</p>
	<p><b>Cycling</b></p> <p>Score: **High</p> <ul style="list-style-type: none"> <li>• 5-minute cycle from Dartford Town Centre</li> <li>• 1-minute cycle from Dartford East District Centre</li> </ul>		
	<p><b>High</b> Within 10 minutes cycle from Dartford Town Centre</p>	<p><b>Moderate</b> More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</p>	<p><b>Low</b> More than 10 minutes cycle from Dartford Town Centre or District Centre</p>

Table 17: Sustainable transport summary of Temple Hill Square

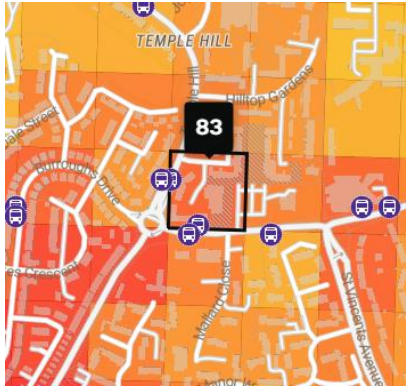

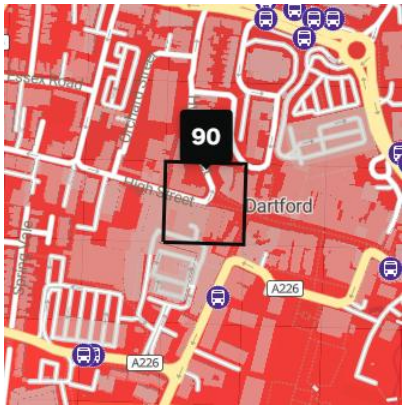
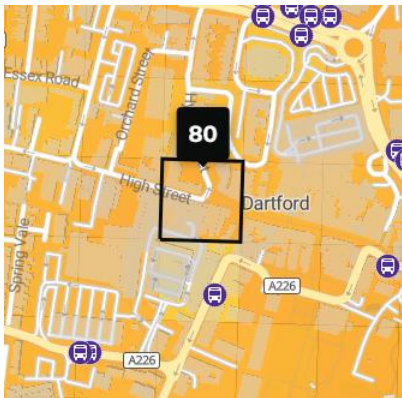
Temple Hill Square (outside library)									
Connectivity Tool outcome		Local accessibility metrics							
<p><b>Public Transport</b></p> <p>Score: 83/100 Very high (80-90%)</p> 		<p><b>Railway</b></p> <p>Score: Moderate 950m walk from Dartford Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough
High	Moderate	Low							
Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough							
		<p><b>Buses</b></p> <p>Score: High 95m walk from a bus stop, peak of 10 buses per hour</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
High	Moderate	Low							
Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions							
<p><b>Cycling</b></p> <p>Score: 78/100 High (70-80%)</p> 		<p><b>Cycling</b></p> <p>Score: **High</p> <ul style="list-style-type: none"> <li>6-minute cycle from Dartford Town Centre</li> <li>0-minute cycle from Temple Hill District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre
High	Moderate	Low							
Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre							

Table 18: Sustainable transport summary of Hythe Street junction with Spital Street

Hythe Street junction with Spital Street															
Connectivity Tool outcome		Local accessibility metrics													
<p><b>Public Transport</b></p> <p>Score: 90/100 Highest (90-100%)</p> 		<p><b>Railway</b></p> <p>Score: High 500m walk from Dartford Station</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 800m walk from a station in the Borough</td> <td>800m – 1.6km walk from a station in the Borough</td> <td>More than 1.6km walk from a station in the Borough</td> </tr> </tbody> </table> <p><b>Buses</b></p> <p>Score: High 350m walk from a bus stop, peak of 15 buses per hour</p> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions</td> <td>Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions</td> <td>More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions</td> </tr> </tbody> </table>		High	Moderate	Low	Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough	High	Moderate	Low	Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions
High	Moderate	Low													
Within 800m walk from a station in the Borough	800m – 1.6km walk from a station in the Borough	More than 1.6km walk from a station in the Borough													
High	Moderate	Low													
Within 400m walk from a bus stop with at least 6 buses per hour (day time) in both directions	Within 400m from a bus stop with average of approx. 2 buses per hour (day time) in both directions	More than 400m walk from a bus stop with less than 2 buses per hour (day time) in both directions													
<p><b>Cycling</b></p> <p>Score: 80/100 Very high (80-90%)</p> 		<p><b>Cycling</b></p> <p>Score: **High</p> <ul style="list-style-type: none"> <li>0-minute cycle from Dartford Town Centre</li> <li>7-minute cycle from Dartford West District Centre</li> </ul> <table border="1"> <thead> <tr> <th>High</th> <th>Moderate</th> <th>Low</th> </tr> </thead> <tbody> <tr> <td>Within 10 minutes cycle from Dartford Town Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre</td> <td>More than 10 minutes cycle from Dartford Town Centre or District Centre</td> </tr> </tbody> </table>		High	Moderate	Low	Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre						
High	Moderate	Low													
Within 10 minutes cycle from Dartford Town Centre	More than 10 minutes cycle from Dartford Town Centre but within 10 minutes of a District Centre	More than 10 minutes cycle from Dartford Town Centre or District Centre													

## 2. SPD APPENDIX 2 – SMALLER SETTLEMENTS

2.1. SSL 2 of the Settlements & Sustainable Locations SPD and Appendix 2 confirm which places are settlements in the adopted Dartford Plan and how far they extend. This section provides an overview of the steps taken to confirm the geographic extent and the type of smaller settlements (e.g. town or village) in the south of the Borough.

### SERVICE CLUSTERS IN DARTFORD BOROUGH SOUTH OF THE A2

2.2. The starting point is the adopted Policies Map, which shows there are several 'insets' from the Green Belt of various sizes. Most of these in the south of the A2 are clearly named on the Policies Map. However, some smaller areas require a brief description of their location or alternative name commonly used (particularly in the Borough Council ward of Maypole & Leyton Cross where those place names are not mentioned on the Policies Map).

2.3. The administrative level below the Borough is the parish. This may give a historic indication of the main places, and at least one place from each parish is identified. Where a parish refers to two places in its name, consideration was given as to whether they in practice form two places or not.

2.4. The next stage involved a simple count of everyday services within each inset. This is important to help identify clusters that are significant enough to characterise and functionally support a feasible settlement. The range of services counted include relatively higher-order and important but not untypical local facilities, such as banks, healthcare, convenience stores and schools. These are visited regularly and available to all. Facilities have to be open and currently operational.

**Table 19:** Summary of everyday services and facilities in each Green Belt inset south of the A2

Location	Bank	Pharmacy	Post Office	Library	GP / Health Centre	Pub	School*	Convenience Shop	Total
Longfield & Newbarn insets (hereafter called <b>Longfield</b> )	1	1	1	1	1	1		3	<b>9</b>
<b>Joyden's Wood</b> inset		1	1	1			1	1	<b>5</b>
<b>Sutton at Hone</b> inset				1	1		1	2	<b>5</b>
<b>Bean</b> inset			1		1	1		1	<b>4</b>
Darenth inset (hereafter called <b>Darenth (Lane End)</b> )					1			2	<b>3</b>
<b>Wilmington</b> inset						1		1	<b>2</b>
<b>Southfleet</b> inset						1	1		<b>2</b>

<b>Heathside</b> inset (hereafter called <b>Leyton</b> <b>Cross</b> )						1			1
Unnamed inset between Old Bexley Lane and A2 (hereafter called <b>Maypole</b> )					1				1
<b>Longfield Hill</b> inset						1			1
<b>Hawley</b> inset									0
<b>Green Street</b> <b>Green</b> inset									0
<b>Betsham</b> inset									0
Unnamed inset south of Oakfield Lane (south-west of A2)									0
Unnamed inset north of bridge under M25, on A225									0
Unnamed inset south of bridge under M25, on A225									0
Unnamed inset south of Parsonage Lane/east of A225									0

\*Schools include primary and secondary schools and colleges.

- 2.5. Longfield and New Barn are significant insets in the same parish that almost imperceptibly merge on the B260, and have a very close functional interrelationship so are shown together above. Longfield Hill is physically separate from both. There are much greater distances and a series of breaks between facilities identified in Sutton at Hone, and the Hawley inset. There are sporadic notable gaps along the A225 and some very small other insets between them, and they are also severed by the M25. Furthermore, Hawley is closer to the built-up area north of the A2 (in Wilmington parish) and Dartford town, than the services Sutton at Hone has. They are therefore shown separately above, as are the other insets in the parish.
- 2.6. It is apparent from Table 19:
- Longfield has a particularly good range of services compared to other places in the Borough south of the A2. It has a comparably wide choice of retail, educational and other services.
  - Some other insets have multiple (two or more) services in total. Considering these places individually, each show other village attributes including in their size and form.
  - This results in one identified settlement per parish. Joyden's Wood is approximately half outside the parish boundary (Wilmington).

---

## VERIFYING RELEVANT POLICY MAP INSETS

- 2.7. Some areas shown as inset from the Green Belt on the Policies Map are in close proximity to one another. To check the interrelationship, and the implications of the clusters of services identified, 'built-up areas' (BUAs) published by the Office for National Statistics (ONS) have been consulted. The ONS defines BUAs as<sup>9</sup>:

*Built-up areas (BUAs) are a geography based on the physical built environment, using Ordnance Survey topographic data to recognise developed land, such as cities, towns, and villages. This allows economic and social statistics to be investigated based on actual settlements where most people live.*

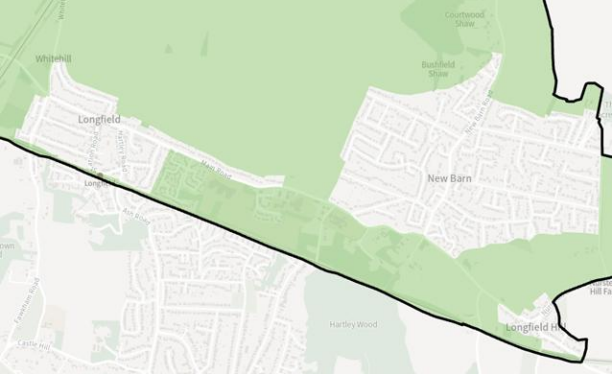
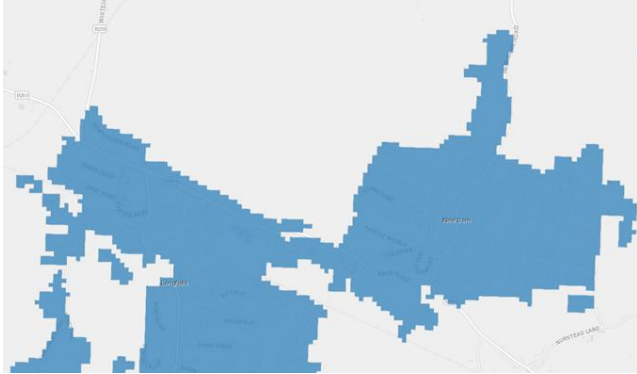
- 2.8. The built-up areas are shown as spatial 'extents', as opposed to fixed administrative boundaries. The built-up area boundaries are generalised and created using an automated approach based on 25m grid squares. The ONS publishes an update to the built-up areas every two years. This provides an independent and objective evaluation of local geography.
- 2.9. Studying this data indicates that the service clusters identified above to identify the core of an individual settlement each, and a clear connection between sizeable areas at both Longfield and New Barn. The following function as and are physically recognisable as separate settlements and are confirmed as such in the SPD.
- 2.10. In Tables 20–26 below, the left-hand column presents each inset from the Green Belt as shown in the Policies Map. The right-hand column shows the corresponding ONS built-up area represented by the blue grid squares.

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<sup>9</sup> ONS definition of 'built-up areas':


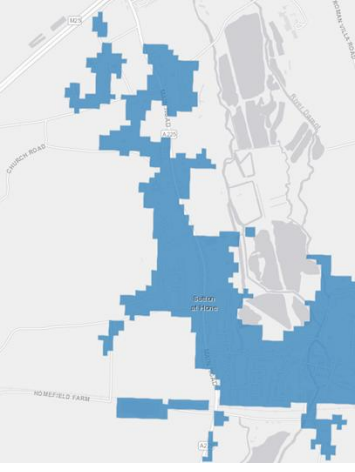
<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/articles/townsandcitiescharacteristicsofbuiltupareasenglandandwales/census2021>

**Table 20:** Comparison of Green Belt inset and ONS Built-up Area for Longfield

<b>Longfield</b>	
<b>Green Belt Inset(s) in Policies Map</b>	<b>ONS Built-up Area</b>
	


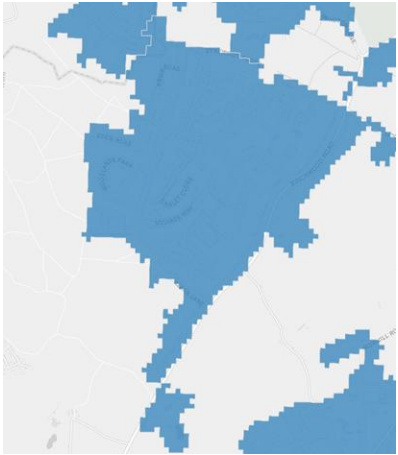
2.11. Table 20 shows that the ONS built-up area broadly aligns with the Green Belt inset, and suggests that Longfield and New Barn are physically well related, largely due to the presence of the three schools within the Green Belt. Given the size of New Barn, its residents will be a significant component of demand for the many services in Longfield, underpinning the functional integration. To the south east is a small area known as Longfield Hill, which is shown as a Green Belt inset but is not considered a built-up area by the ONS.

**Table 21:** Comparison of Green Belt inset and ONS Built-up Area for Sutton at Hone

<b>Sutton at Hone</b>	
<b>Green Belt Inset(s) in Policies Map</b>	<b>ONS Built-up Area</b>
	


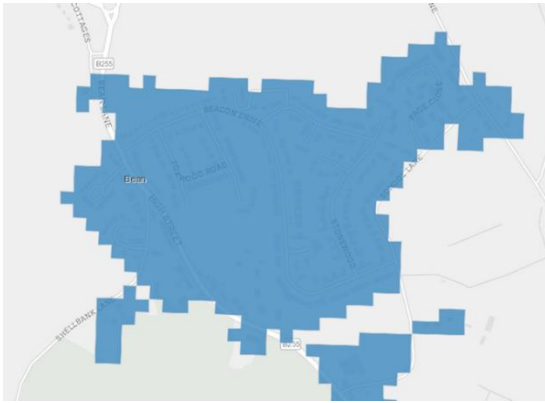
2.12. Table 21 confirms that the Green Belt inset of Sutton at Hone is generally consistent with the ONS built-up area. The latter includes a few interspersed areas considered to be 'built-up'; however, these appear as being disconnected from the core of Sutton at Hone and do not contain any public or essential local facilities to support them as a settlement in their own right.

**Table 22:** Comparison of Green Belt inset and ONS Built-up Area for Joyden's Wood

<b>Joyden's Wood</b>	
Green Belt Inset(s) in Policies Map	ONS Built-up Area
	


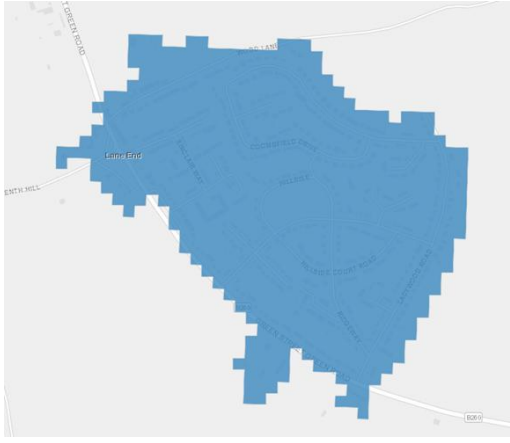
2.13. Table 22 above shows the general consistency between the Green Belt inset and the ONS built-up area within the Joyden's Wood area, forming a well-defined potential settlement. Examination of the local area north of the inset through more detailed mapping and aerial photography confirms there is no actual link/continuous built-up area. There is open land (a school playing field) and no road where the ONS area suggests a connection northward in the Borough: this confirms the local Policies Map is accurate.

**Table 23:** Comparison of Green Belt inset and ONS Built-up Area for Bean

<b>Bean</b>	
Green Belt Inset(s) in Policies Map	ONS Built-up Area
	


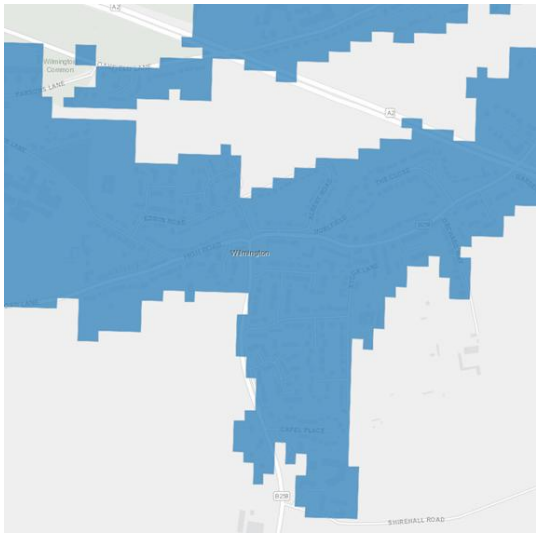
2.14. Table 23 shows the Green Belt inset within Bean, and the ONS built-up area is shown to cover the same extent, with some minor interspersed areas outside the boundary that fall within the Green Belt and would therefore be appropriate to discount from a potential settlement.

**Table 24:** Comparison of Green Belt inset and ONS Built-up Area for Darenth (Lane End)

<b>Darenth (Lane End)</b>	
<b>Green Belt Inset(s) in Policies Map</b>	<b>ONS Built-up Area</b>
	


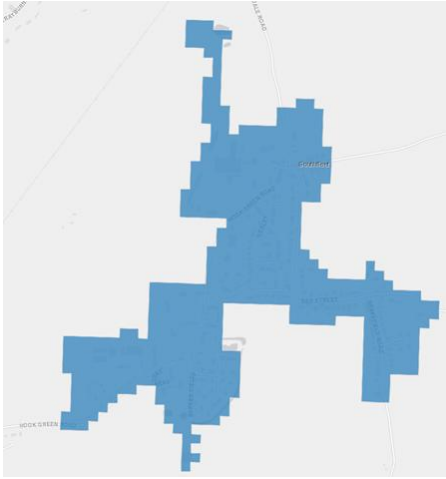
2.15. Table 24 shows that the area often known as Lane End within Darenth is defined by a clear single inset on the Policies Map, which the ONS built-up area closely resembles. As in the case of Bean, there are minor areas outside the Green Belt inset – often single or very small groups of dwellings – which effectively confirm the Policies Map’s appropriateness.

**Table 25:** Comparison of Green Belt inset and ONS Built-up Area for Wilmington

<b>Wilmington</b>	
<b>Green Belt Inset(s) in Policies Map</b>	<b>ONS Built-up Area</b>
	

2.16. Table 25 shows that the Green Belt inset defined by the Policies Map is focused on a single inset southwest of the A2 and within the core of Wilmington. This is at the centre of a particularly complicated pattern of development, with segregation due to the A2 and a series of other gaps of varying size. The ONS built-up area aligns with this area but also extends to the northwest corner, joining with Leyton Cross via premises along Common Lane, however, it also extends westwards along Broad Lane that clearly becomes open in general character. The Policies Map presents the clear core to Wilmington Village, and the single inset south-west of the A2 along the B258 is cogent in defining the village.

**Table 26:** Comparison of Green Belt inset and ONS Built-up Area for Southfleet

Southfleet	
Green Belt Inset(s) in Policies Map	ONS Built-up Area
	

- 2.17. Table 26 shows that the Green Belt inset in Southfleet is focused on the core area and extends to the southwest to a small area known as Hook Green. The ONS built-up area is predominantly consistent with this single inset.

## LOCAL CHARACTERISTICS AND POPULATION

- 2.18. Turning to scale and character of the settlements identified, in addition to services, indications of the populations of the areas to the south of the A2 can provide an additional perspective on their functional status. For the purposes of the smaller settlements, it is helpful to use parish data from the 2021 Census to show the relative sizes in terms of population. This is set against the 2011 Census to illustrate the scale of population change in each area. See Table 27 for a summary of the population of each area.
- 2.19. Not all of the population of the parish will be accounted for by the settlements identified, but this generally is the case. Exceptions may be some of the larger parishes straddling the A2/Urban Area including Sutton at Hone and Hawley, as well as most notably Wilmington parish, whose historic boundaries now include parts of Dartford Borough Council wards of Joyden's Wood, and Princes – which is part of Dartford town. It can be confidently stated that the vast predominance of the population (and land area of) Longfield & New Barn is accounted for by the identified settlement as defined, with Longfield Hill inset the only very small residual.

**Table 27:** Population of parishes in Dartford in 2011 and 2021 Census

Area	2011 Population	2021 Population
<b>South of A2:</b>		
Bean*	1,643	1,633
Darenth*	4,851	4,953
Longfield and New Barn	4,919	5,362
Southfleet	1,327	1,468
Sutton at Hone and Hawley*	4,230	4,264
Wilmington* (includes part of Joyden's Wood)	7,178	7,516
<b>Total South of A2</b>	<b>24,148</b>	<b>25,196</b>

\*Small parts of these parishes extend to the north of the A2.

- 2.20. Table 27 shows that four of the six parishes lying wholly or mainly south of the A2 had fewer than 5,000 residents in 2021, with two having fewer than 2,000 (Southfleet and Bean).
- 2.21. Taking the built-up areas (BUA) discussed in the previous section, the ONS classifies BUAs by population size as minor, small, medium, large or major, as set out in Table 28 below:

**Table 28:** Classification of settlements in the ONS Built-up Areas

Population range (usual resident population)	BUA size classification	Approximate settlement type
0–4,999	Minor	Hamlet or village
5,000–19,999	Small	Larger village / small town
20,000–74,999	Medium	Medium towns
75,000–199,999	Large	Large towns / smaller cities
200,000+	Major	Cities

- 2.22. The reference to ONS data above shows this to be a reliable source of insight towards the function and definition of settlements. Overall, it uses the phrase 'built-up areas' but Table 21 shows how these are related to more common terms for settlements and population.
- 2.23. Applying the BUA size classifications as set out in Table 21, the populations of Bean, Darenth (Lane End), Southfleet and Sutton-at-Hone comfortably fall within the 'village' classification. This is consistent with the level of service provision as identified in Table 19.
- 2.24. The administrative area of Wilmington encapsulates an area with a population large enough to be counted as a 'town'. However, it lacks a town or local centre and any urban character of its own, with the parish being formed of different places including those within the Urban Area as defined by the Dartford Plan. It is expected if the population that in practice lies in other villages or towns was discounted, the population of Wilmington itself would fall in the classification of a 'village'.

- 2.25. Joyden's Wood is a post-war settlement partly counted within Wilmington parish. Whilst not being a historic village there is no indication it amounts to the population size threshold of a 'town'. In its service levels and in other respects, the settlement equates to a village.
- 2.26. Longfield (including New Barn) is smaller in its population than places in the large built-up area, however its population exceeds the 5,000-persons threshold to fall within the 'larger village/small town' classification. Longfield plays a wider functional role than the other settlements south of the A2 and objective evidence points to the fact it operates as a 'small town' in terms of its services. It is characterised by its mainline railway station, supermarket and it has the only District Centre designated by the Dartford Plan in the south of the Borough. As noted in Table 19, Longfield contains a distinct cluster of higher-order services including a bank/building society, post office, library, different schools and healthcare facilities. In the Green Belt, outside of the inset as shown in Table 20, is a secondary school. It can be regarded in terms of population and existing service provision as a small town. However, in terms of Dartford Plan policy it does not and cannot form part of, or closely relate in any way, to the focal Urban Area for growth north of the A2.