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Sent: Tuesday, August 1, 2023 9:07 AM
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Subject: Proposed Main Modification to the Dartford Local Plan Consultation

Planning, Major Developments, Transportation and Environment Committee Members

Please see the attached.

This will form part of the 6 September 2023 meeting agenda, but I wanted to let you have sight of it as soon as possible to give you time to consider it..

Yours sincerely,

Graham Blew
Town Clerk

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From: Dartford Local Plan <localplan@dartford.gov.uk>

Sent: Monday, July 31, 2023 6:09 PM

Subject: Proposed Main Modification to the Dartford Local Plan Consultation

Dear Sir/Madam,

I am contacting you as you made representations in late 2021 on the Dartford Local Plan, or have asked to be kept updated on Dartford planning policy.

Following public hearings in 2022 and May 2023 examining Plan soundness and considering the representations, the inspector has agreed a consultation on proposed main modifications to the Plan. The enclosed notice sets out consultation arrangements

If you would like to respond, **comments must be received by 5pm 25th September 2023** to localplan@dartford.gov.uk or by post to Planning Policy Team, Civic Centre, Home Gardens, Dartford Kent DA1 1DR. 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.

To see the Proposed Main Modifications and two further associated consultation documents, they are available for inspection in the consultation period at the following locations:

- Dartford Central Library Market Street Dartford Kent DA1 1EU
- Greenhithe Library: 45 London Road Greenhithe Kent DA9 9EJ
- Civic Centre, Home Gardens, Dartford, Kent DA1 1DR (where hard copy background document are also available on request).

Alternatively, you can see <https://www.dartford.gov.uk/policy-1/main-modifications> for full details.

Regards,

Mark Aplin MRTPI
MA MSc BA(Hons)

Strategic Planning &
Infrastructure Manager
Planning Services
DARTFORD
BOROUGH COUNCIL

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

**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 ~~through~~ notation
 - Text that is proposed to be inserted is in **bold**.
 - Diagrams are included as modified.

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

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.

DARTFORD LOCAL PLAN: PROPOSED 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-adeption-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)

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/02	<p>Para. 2.7 - 2.9 New para 2.15a (new after 2.15)</p> <p>Policy S1: -new clause after clause 5.</p>	<p>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.</p> <p>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).</p> <p>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 Burrough 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.</p> <p style="text-align: right;">...</p>

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<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			
		What & Where?	When?	Who?	
MM/03	After para. 2.23 – new table. S2 policy (clause 1)	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:			
		<ul style="list-style-type: none"> Education facilities- 			
		Central Dartford	1FE primary expansion	2023/24	Kent CC
		Stone/Greenhithe	New primary school	post 2031	Kent CC
			New secondary school (completed)	2022	Education & Skills Funding Agency
			New primary school	post 2031	Kent CC
		Ebbsfleet	New primary school	2024/25	Developer
			New secondary school (1FE)		
			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	
	<ul style="list-style-type: none"> Healthcare facilities- 				
Dartford	Community diagnostic hub		2024/25	Dartford Gravesham & Swanley Health &	

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Stone/Greenhithe	New primary care facility	2024/25	Care Partnership (DGS/HCP)
Ebbsfleet	Health & well-being centre	post 2027	EDC/Developer
Borough-wide/beyond	Expansion of hospital provision	by 2030	Darent Valley Hospital Trust, DGS/HCP
	300+ nursing/residential care bed spaces	by 2037	Developer
• Community facilities-			
Stone/Greenhithe	Stone recreation ground improvement	2023/24	Stone PC
Ebbsfleet	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
Ebbsfleet	Fastrack extension from Ebbsfleet Central to Bluewater via Ashmere/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
	A262 (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. <p>Through principal policies: S2, D1, E1, M4 and M16-M18</p>		

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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 style="text-align: center;">..</p>
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Policy S4: Borough Development Levels

Main Modification	Policy / Paragraph	Proposed Main Modification
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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<p>Policy S4 (Clauses 1 and 2, new Clause after Clause 4)</p>	<p>...</p> <p>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.</p> <p>...</p> <p>2.55a (New Para.) 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.</p> <p>...</p> <p>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</p> <p>...</p> <p>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</p>
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¹ HdH (2019) Dartford and Ebbsfleet Residential Needs Assessment

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... were completed. The current projected housing trajectory over the plan period is set out at Appendix C.

2.63 The projected breakdown of housing supply sources to 2034/32 is set out in Table 1.

Table 1: Sources of Housing Supply and Numbers of Homes

Source of housing supply:	Total contribution to Dwellings 2017/18 (15 years to 2034/32 (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 2034/32-2022/23 to 2036/37 (inclusive)	11,900
TOTAL Housing requirement:	
15 years at 790 homes per annum	11,900
	To the nearest hundred

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 YY. There is no outstanding need to identify further accommodation for travelling showpeople plots meeting the national definition.</p>				
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 5px;">Community infrastructure</td> <td style="width: 33%; padding: 5px;">Where need from development exists, likely to include several locations in the urban area. The IDP and evidence includes additional provision for:</td> <td style="width: 33%; padding: 5px;">Aligning infrastructure plans of service providers with planned growth locations. Dartford's GIL 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:	Aligning infrastructure plans of service providers with planned growth locations. Dartford's GIL 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:	Aligning infrastructure plans of service providers with planned growth locations. Dartford's GIL income leveraging additional			

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

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			<ul style="list-style-type: none"> • <u>Dartford</u> • 1FE primary school expansion • New primary school • <u>Stene/Greenhithe</u> • New secondary school completed • Primary healthcare facility • New primary school • <u>Ebbfleet Garden City</u> • New 4FE secondary school • New 4FE 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 • <u>Borough-wide</u> • <u>A282(M25) Junction 1A</u> 	<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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		<table border="1"> <tr> <td data-bbox="233 1234 572 1442"> <ul style="list-style-type: none"> • New Waste Transfer and Household Waste Recycling facility • New bed spaces in nursing/ residential care homes (Glass G2) </td> <td data-bbox="233 949 572 1234"> <ul style="list-style-type: none"> • 2023-25 • 2025-30 • Over 300 bed spaces by 2037. </td> <td data-bbox="233 376 572 949"></td> </tr> </table>	<ul style="list-style-type: none"> • New Waste Transfer and Household Waste Recycling facility • New bed spaces in nursing/ residential care homes (Glass G2) 	<ul style="list-style-type: none"> • 2023-25 • 2025-30 • Over 300 bed spaces by 2037. 	
<ul style="list-style-type: none"> • New Waste Transfer and Household Waste Recycling facility • New bed spaces in nursing/ residential care homes (Glass G2) 	<ul style="list-style-type: none"> • 2023-25 • 2025-30 • Over 300 bed spaces by 2037. 				
<p><u>S4 policy:</u></p> <ol style="list-style-type: none"> 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. <p><u>Housing requirement</u></p> <ol style="list-style-type: none"> 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

Main Modification	Policy / Paragraph	Proposed Main Modification
MMI05	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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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.

Table 3: Current Sources of Confirmed Proposed New Homes Current/Recent Development and Permissions in Central Dartford

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
<i>To the nearest hundred, from 2017/18-2021/22</i>	

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.

Policy D1:

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:

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		<p>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.</p> <p>b) There will be significant further progress in and on the edge of the town centre. It will change, with a focus on:</p> <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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		<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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Policy D3: Mix of uses in Dartford Town Centre

Main Modification	Policy / Paragraph	Proposed Main Modification
MM106	Policy D3	<p><u>Policy D3:</u></p> <p>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:</p> <ul 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. <p>2. It is expected that residential development will occur in Central Dartford principally through:</p> <ul 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

Main Modification	Policy / Paragraph	Proposed Main Modification
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

Main Modification	Policy / Paragraph	Proposed Main Modification
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 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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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.

...

Policy D5:

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:
 - 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:
 - 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: Priority Centre Allocation

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/09	Para. 3.51	...
		<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

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/10	Para. 3.55, Para. 3.57, New para. After 3.57, Para 3.58, Diagram 9, Para 3.60, Para 3.61	...
	Policy D7: (Clause 1)	<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 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 ha. 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 ha. 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.

...

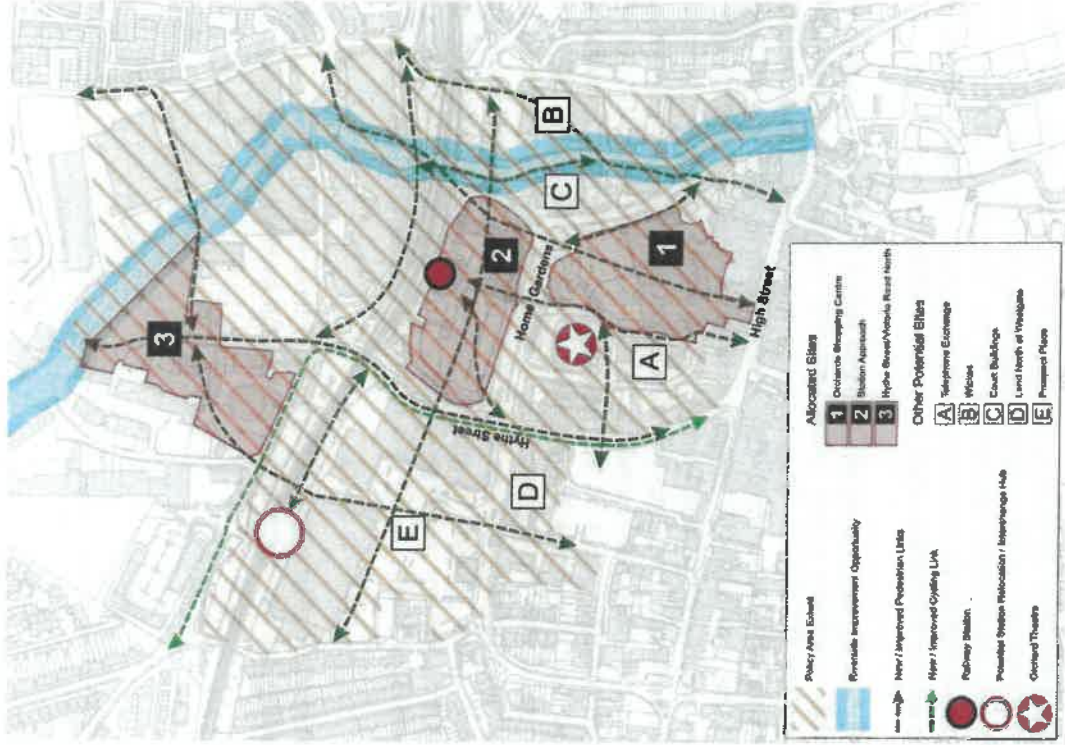
3.57 Redevelopment of Station Mound provides opportunities to re-profile levels, creating an improved relationship to the Westgate Road/ Hythe Street/ Home Gardens junction, enabling enhanced pedestrian and cycle routes to the town centre, and potentially allowing for an active frontage to be provided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

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).~~

Policy D7 (clause 1):

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).**

...

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Policy E4: Ebbsfleet Central Allocation

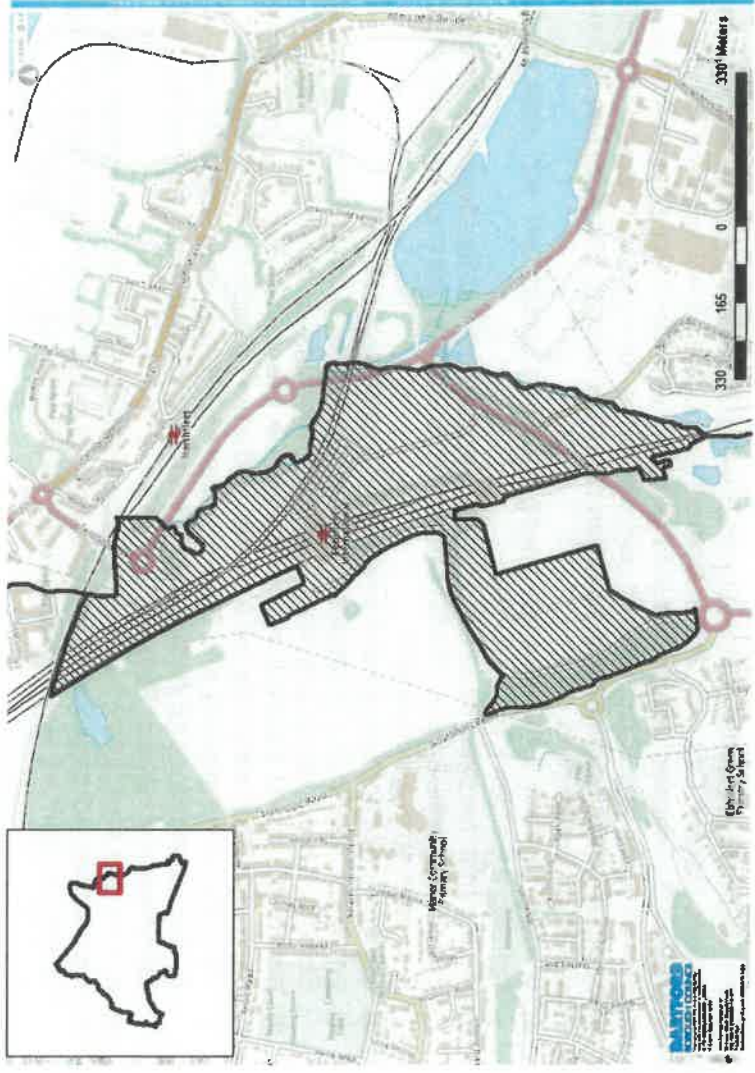
Main Modification	Policy / Paragraph	Proposed Main Modification
MM/11	<p>Para. 4.32; Para 4.33; Para 4.35; Diagram 11,</p> <p>Policy E4 (Clauses 3 and 5)</p>	<p>...</p> <p>4.32 Allocated land is located both east and west of Ebbsfleet International station/ the High Speed railway line from London St 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>Policy E4:</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 complementary 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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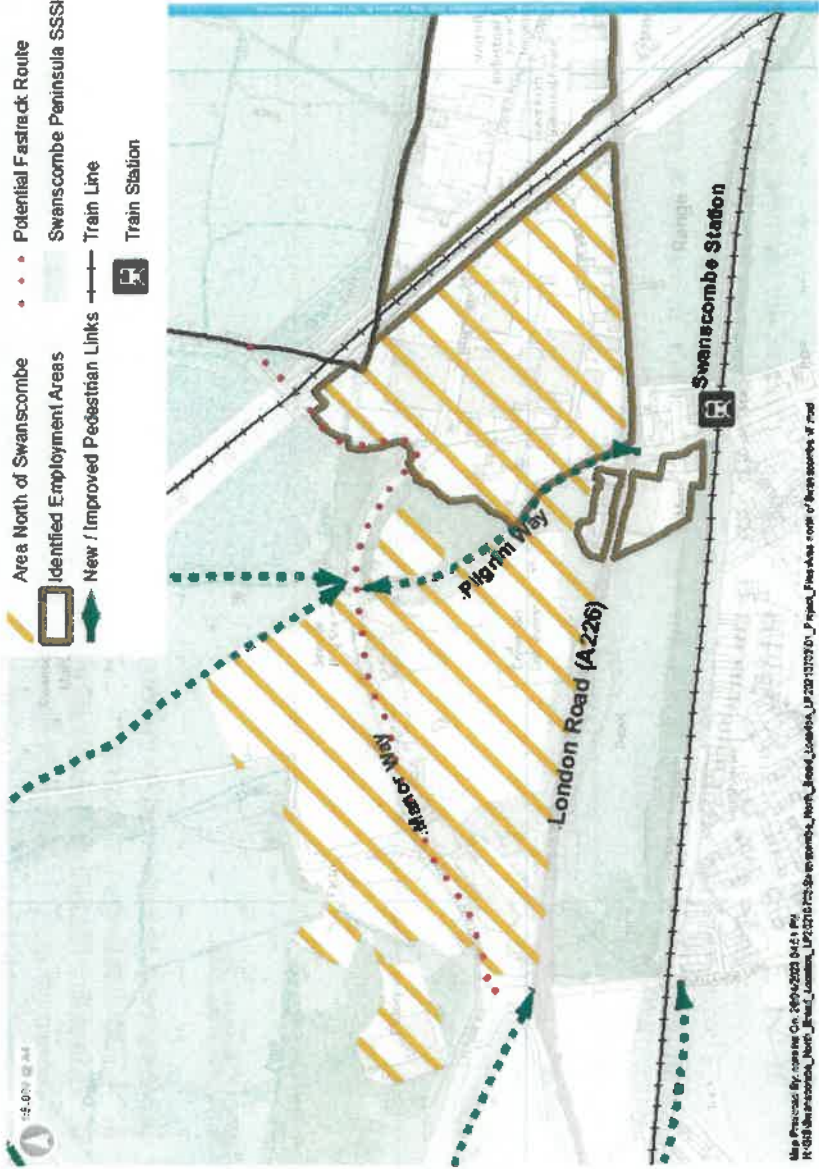
	<p>5. Development within Dartford Borough is expected to deliver the following within the plan period:</p> <ul style="list-style-type: none"> a) Approximately 2,000 dwellings; b) Approximately 100,000sqm floorspace within use class E (predominantly offices/ flexible workspace in Class E(g) and Class 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>... <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>Area North of Swanscombe</p> <p>Identified Employment Areas</p> <p>New / Improved Pedestrian Links</p> <p>Potential Fastrack Route</p> <p>Swanscombe Peninsula SSSI</p> <p>Train Line</p> <p>Train Station</p> <p>Map Prepared By: Jacobs Co. 18/04/2023 04:11 PM R:\S18\Swanscombe_North_Broad_Locality_LP\23\13729\01_Proposed_MainModifications_of_Swanscombe_A226</p>

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Policy M1: Good Design for Dartford

Main Modification	Policy / Paragraph	Proposed Main Modification
MM14	<p>New Para. After 5.12</p> <p>Policy M1 (Clauses 1 and 2)</p>	<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 (Betsam, Broaditch Pond Southfleet, Darenth Rd Darenth Hill, Green Street Green, Longfield Hill, New Barr, Southfleet and Westwood). <p><u>Policy M1:</u></p> <p>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:</p> <p>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;</p> <p>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:</p> <p>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</p>

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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 of 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> <ul 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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		<p>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>...</p>
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Policy M3: Sustainable Technology, Construction and Performance

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/16	Policy M3: Clause 7	<p><u>Policy M3</u> ... 7. Major residential 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>

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Policy M4: Flood Risk and Riverside Design

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/17	Policy M4: Clause 4	<p><u>Policy M4 (Clause 4):</u> ...</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

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/18	Policy M6: Clause 4	<p style="text-align: center;"><u>Policy M6 (Clause 4):</u> ...</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 style="text-align: center;">...</p>

Policy M7: Affordable Housing

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/19	Para. 5.61, New Para. After 5.61, New Para. After 5.64 Policy M7: Clause 2	<p style="text-align: center;">...</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>Policy M7 (Clause 2)</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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		<p>a) Meet a mix of affordable housing tenures, with a requirement target for 35% of mere 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> <ul 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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Policy M8: Housing Mix

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/20	<p>New para. after 5.72</p> <p>Policy M8: Clause 3</p>	<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>Policy M8 (Clause 3):</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)

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

Main Modification	Policy / Paragraph	Proposed Main Modification
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 Darent 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

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	<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>Policy S5 (Clause 1):</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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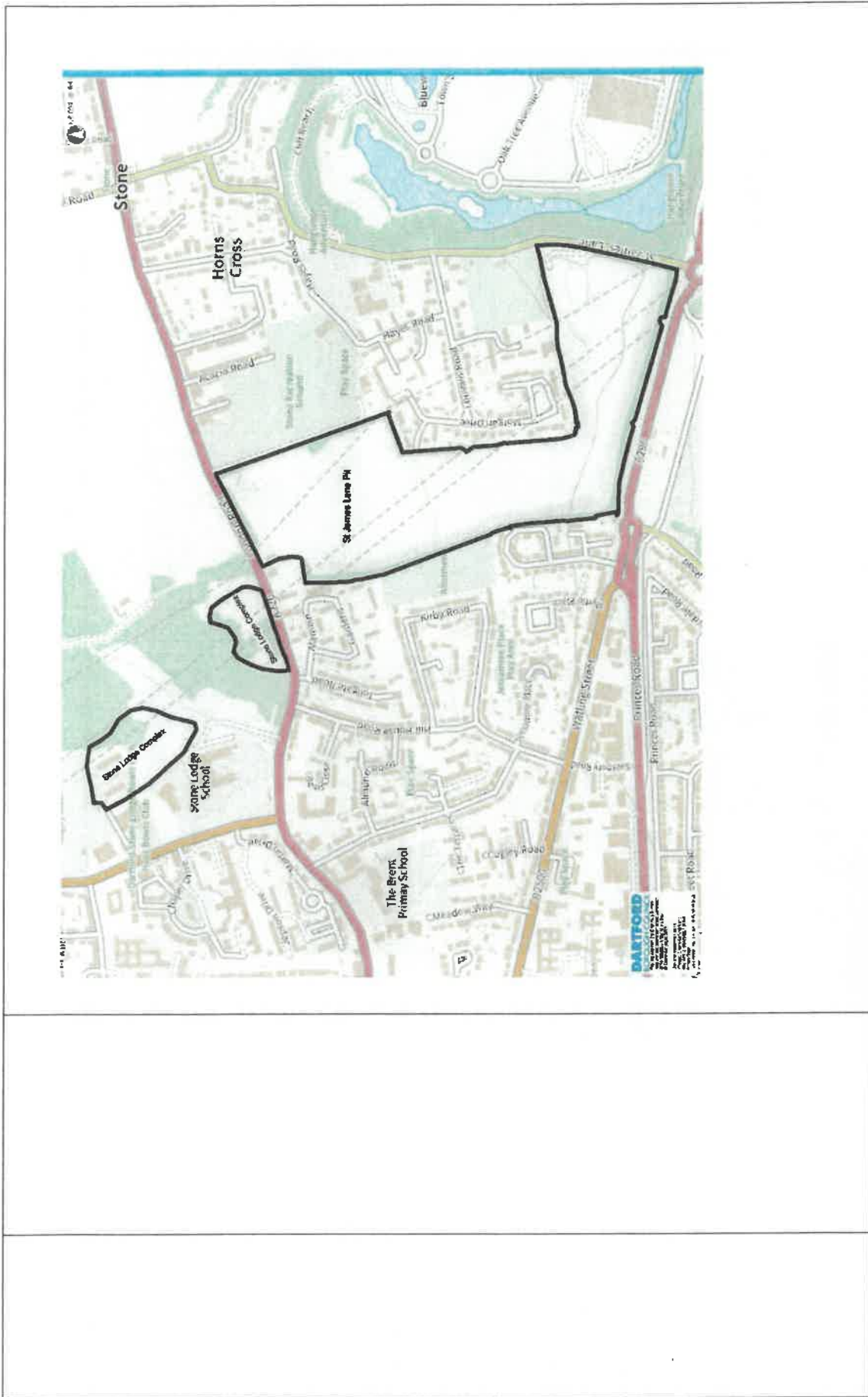
- b) Demonstrated to be designed to fully utilise and support the public transport corridor and active travel potential of London Road (and also in the case of St James Lane Pit, Watling Street) providing safe, direct and attractive walking links from all dwellings to bus/Fastrack services, and achieving developmental and other cycling).
c) Meeting other Local Plan policy and infrastructure requirements,
d) A design-led process leads to an agreed layout, showing:
 - 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.

APPENDIX 1– SUSTAINABLE RESIDENTIAL LOCATIONS (SEE POLICY S5)
(A) Residential Allocation Diagrams

STONE-

- **St James Lane Pit, and**
- **Stone Lodge (two parcels within the complex)**

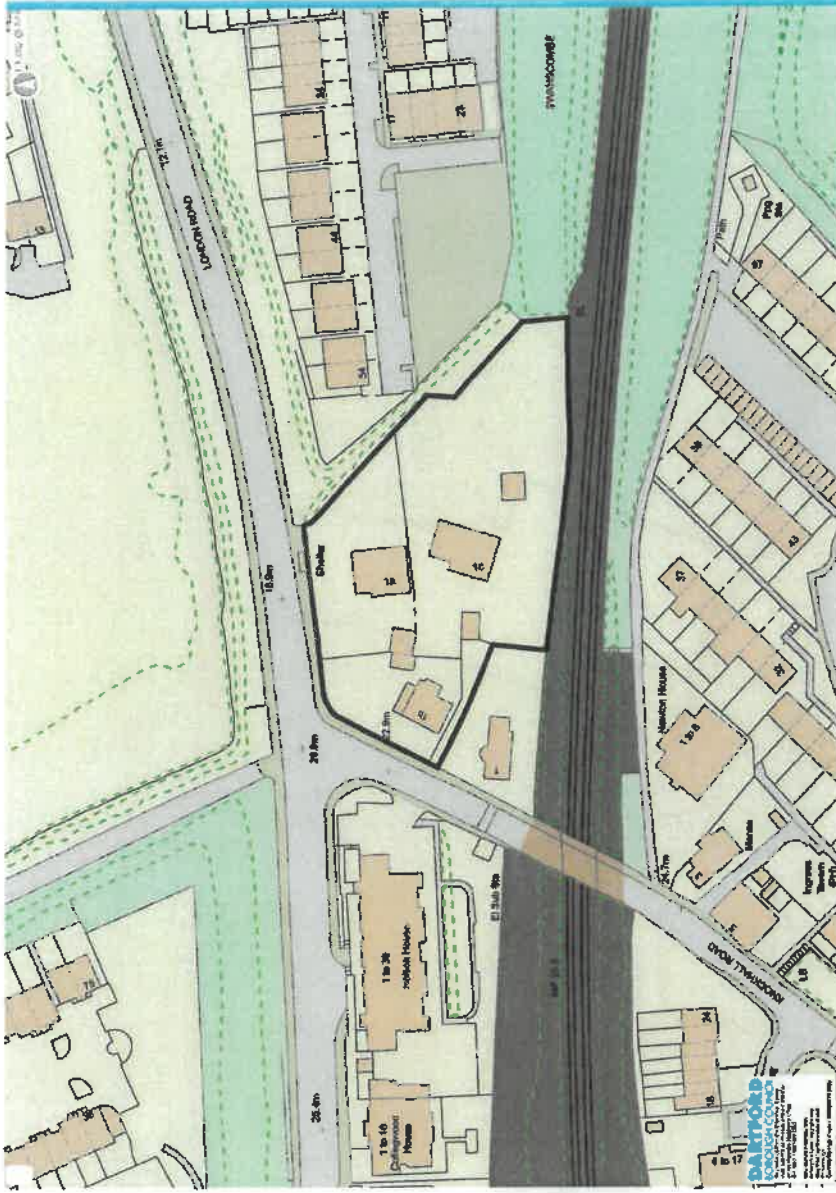
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GREENHITHE.

- **Knockhall Road, Greenhithe**



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(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

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	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

Main Modification	Policy / Paragraph	Proposed Main Modification
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>

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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 RPTIS 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>

Table XXX: Dartford Gypsy and Traveller Accommodation Assessment Findings

	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

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Travelling Showpeople – meet national definition	1	0	0	0	1
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5.107 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 key 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 with 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.

Table YYY: Identified Needs (at April 2022).

	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

5.107b (New Para.) 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

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		<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 showpeople's 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>
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Table ZZZ: Allocated Gypsy Traveller Accommodation Land

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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 Dartford Stables, Hill,	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

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.

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	<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 Darent 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 existing 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 XX 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>a) Realising the potential for additional accommodation through permitting gypsies and travellers development, particularly for caravans to facilitate indigenous gypsy family needs, within at existing authorised and tolerated sites, where needs are appropriately demonstrated;</p>

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	<p>b) Allocating land for additional pitches at Tennis Courts-Sutton-at-Hene and 3 pitches at Salinas, Darenth Wood Road; 5 pitches at Eebs Stables, Trollingdown 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 Proposals should show demonstrate that the site:</p> <ul style="list-style-type: none"> 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; b) will provide acceptable living conditions for future occupants in terms of noise, vibration, pollution, and such other environmental factors as may be material; 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; 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;
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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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Diagram 1



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Diagram III



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Policy M13: Green Belt

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/24	<p>Policy M13: Clause 3, Clause 4, Clause 5, Clause 6, Clause 7, Clause 8</p>	<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; 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

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	<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 than existing development or cause substantial harm to it, and the purpose of including land within it than the existing development. Developments that lead to over intensification of the site, will not be permitted.</p> <p>...</p>
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Policy M14: Green and Blue Infrastructure and Open Space Provision

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/25	<p>New para. after 5.127</p> <p>Policy M14: Clause 2</p>	<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 (Darent), 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>

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Policy M15: Biodiversity and Landscape

Main Modification	Policy / Paragraph	Proposed Main Modification
MMI/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 Environment Act 2021, 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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DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

	<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 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 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>Policy M16 (Clause 4):</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>

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	<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

Main Modification	Policy / Paragraph	Proposed Main Modification
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, provision 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

Main Modification	Policy / Paragraph	Proposed Main Modification
MM1/30	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>

DARTFORD LOCAL PLAN: PROPOSED MAIN MODIFICATIONS

		<p>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.</p>
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Policy M22: Bluewater

<i>Main Modification</i>	<i>Policy / Paragraph</i>	<i>Proposed Main Modification</i>
MM/32	<p>New Para. After 5.205</p> <p>Policy M22: New Clause after Clause 3</p>	<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 Greenhith. 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

Main Modification	Policy / Paragraph	Proposed Main Modification
MM/33	Policy M23: Clause 2, Clause 3, new Clause after 3	<p><u>Policy M23:</u></p> <ol style="list-style-type: none"> 1. Mixed use development within District and Local Centres will be acceptable where: <ol style="list-style-type: none"> a) 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 b) It is demonstrated to improve the local environment of the centre. <p style="text-align: center;"><u>District Centres</u></p> <ol style="list-style-type: none"> 2. 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"> a) more than 50% of the ground floor units are retained currently-in use classes E and F use; and b) 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> <ol style="list-style-type: none"> 3. 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"> a) the prospective activity is not already provided within the centre, and is non-residential; or b) the existing unit is vacant and has been demonstrated to be not viable for any use class E use through sufficient effective marketing. 4. 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

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	<p>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.</p>
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Policy M24: Food and Drink Establishments

Main Modification	Policy / Paragraph	Proposed Main Modification
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). <p>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</p>

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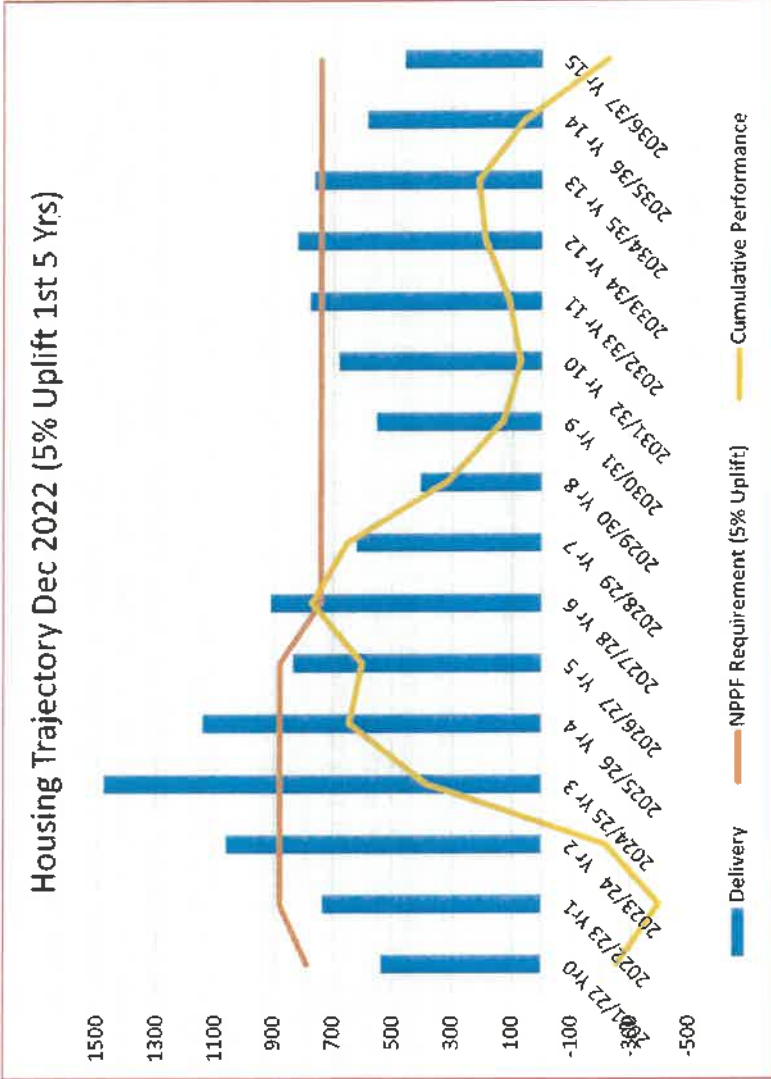
		<p>and for a continuous period of 12 months or more, using a professional agent and an appropriate range of online, on-site and other advertising media. The asking price should be demonstrated to be reasonable for pub and class F2 use, and reflecting the property and location; applying throughout the marketing period.</p>
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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	<p data-bbox="454 555 494 1265">Housing Trajectory Dec 2022 (5% Uplift 1st 5 Yrs)</p>  <p>The chart displays three data series over a 15-year period from 2022/23 Yr 0 to 2026/27 Yr 15. The Y-axis represents housing units, ranging from -500 to 1500. The X-axis represents fiscal years. The blue bars represent 'Delivery', the orange line represents 'NPPF Requirement (5% Uplift)', and the yellow line represents 'Cumulative Performance'. Delivery starts at approximately 500 units in 2022/23 Yr 0 and increases to about 1100 units by 2026/27 Yr 15. The NPPF requirement starts at 700 units and increases to 1050 units. Cumulative performance starts at 0 and reaches approximately 1100 units by the end of the period. A significant gap between delivery and the 5% uplift requirement is visible from 2024/25 onwards.</p> <table border="1" data-bbox="430 369 1204 1444"> <caption>Housing Trajectory Data (Estimated)</caption> <thead> <tr> <th>Year</th> <th>Delivery</th> <th>NPPF Requirement (5% Uplift)</th> <th>Cumulative Performance</th> </tr> </thead> <tbody> <tr><td>2022/23 Yr 0</td><td>500</td><td>700</td><td>0</td></tr> <tr><td>2023/24 Yr 1</td><td>600</td><td>735</td><td>600</td></tr> <tr><td>2024/25 Yr 2</td><td>700</td><td>770</td><td>1300</td></tr> <tr><td>2025/26 Yr 3</td><td>800</td><td>805</td><td>2100</td></tr> <tr><td>2026/27 Yr 4</td><td>900</td><td>840</td><td>3000</td></tr> <tr><td>2027/28 Yr 5</td><td>1000</td><td>875</td><td>4000</td></tr> <tr><td>2028/29 Yr 6</td><td>1050</td><td>910</td><td>5050</td></tr> <tr><td>2029/30 Yr 7</td><td>1100</td><td>945</td><td>6150</td></tr> <tr><td>2030/31 Yr 8</td><td>1150</td><td>980</td><td>7300</td></tr> <tr><td>2031/32 Yr 9</td><td>1200</td><td>1015</td><td>8500</td></tr> <tr><td>2032/33 Yr 10</td><td>1250</td><td>1050</td><td>9750</td></tr> <tr><td>2033/34 Yr 11</td><td>1300</td><td>1085</td><td>11050</td></tr> <tr><td>2034/35 Yr 12</td><td>1350</td><td>1120</td><td>12400</td></tr> <tr><td>2035/36 Yr 13</td><td>1400</td><td>1155</td><td>13800</td></tr> <tr><td>2036/37 Yr 14</td><td>1450</td><td>1190</td><td>15250</td></tr> <tr><td>2037/38 Yr 15</td><td>1500</td><td>1225</td><td>16750</td></tr> </tbody> </table>	Year	Delivery	NPPF Requirement (5% Uplift)	Cumulative Performance	2022/23 Yr 0	500	700	0	2023/24 Yr 1	600	735	600	2024/25 Yr 2	700	770	1300	2025/26 Yr 3	800	805	2100	2026/27 Yr 4	900	840	3000	2027/28 Yr 5	1000	875	4000	2028/29 Yr 6	1050	910	5050	2029/30 Yr 7	1100	945	6150	2030/31 Yr 8	1150	980	7300	2031/32 Yr 9	1200	1015	8500	2032/33 Yr 10	1250	1050	9750	2033/34 Yr 11	1300	1085	11050	2034/35 Yr 12	1350	1120	12400	2035/36 Yr 13	1400	1155	13800	2036/37 Yr 14	1450	1190	15250	2037/38 Yr 15	1500	1225	16750
Year	Delivery	NPPF Requirement (5% Uplift)	Cumulative Performance																																																																			
2022/23 Yr 0	500	700	0																																																																			
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2035/36 Yr 13	1400	1155	13800																																																																			
2036/37 Yr 14	1450	1190	15250																																																																			
2037/38 Yr 15	1500	1225	16750																																																																			



Highway Improvements Team Working in Partnership with Swanscombe and Greenhithe Town Council Highway Improvement Plan

Submission Date: 13 July 2023

(Please remember that the HIP is for new initiatives/measures/schemes in your community – it is NOT to be used as a maintenance log, as these MUST be logged using the online reporting tool via this link <https://www.kent.gov.uk/roads-and-travel/report-a-problem>)

HIP Front Cover

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face	County Member
2	Graham Blew	29 March 2023	None	Mr Peter Harman
Please list below the funding opportunities/Sources for HIP initiatives/Measures				
Are you an active member of the Speed Watch Scheme?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Are you an active member of the Lorry Watch Scheme?	
Name of HIP Representative		Contact Telephone Number	Email Address	
Name of Clerk		Contact Telephone Number	Email Address	
Name of Chair		Contact Telephone Number	Email Address	
KCC Project Manager Team		Community & Engagement Team (WEST)	Contact Telephone Number	Email Address
			03000 418181	west.highwayimprovements@kent.gov.uk

AGENDA ITEM


PTE 6/9/23

7

Please Note: Highway Improvement Plans will only be accepted if they are in this prescribed template format. PLEASE DO NOT ALTER IN AN
Whilst this is intended to be a living document for your Parish Council, KCC can only make resources available to review your HIP annually –
Swanscombe and Greenhithe's review is on or after 13 July each year.

Highway Improvement Plan

- Please note the Priority column **MUST** be those issues which are regarded as the most important (No 1 being your highest priority, then filtering down) KCC is unable to guarantee that all your requests will be deliverable, but Project Managers can investigate your top 1 or 2 priorities per year. **Live Priorities Record**

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
1.	A2260 and at Ebbfleet Gateway	X2 "welcome" signs were installed by KHS in 2017. Since then the boundary has changed and a request, along with photos, was sent (26 Oct 2022) to KHS asking for these x2 signs to be relocated within the boundary of Swanscombe and Greenhithe	Relocate x2 signs within the current boundary of Swanscombe and Greenhithe	 <p>27.06.2023 - Swanscombe and Greenhithe Council would need to provide plan of where the existing signs are and where they wish them to be relocated....for Highway Improvement Team to assess feasibility. Originally Michelle had said she was not willing to fund this as it wasn't safety critical, however having assessed the top 2 priorities with Helen Cobby as being not appropriate, we could look at whether it is possible to install new signage which is in keeping with the KCC standards of Kent Traffic Signs Manual V1 April 23 FINAL (emailed to you Graham) we await your views on this Graham.</p>

Highway Improvement Plan

PLEASE NOTE: Helen Cobby has carried out the following small works in the area:

Craylands Lane, Swanscombe WAMS Job No 12405688 extension of existing 20 zone and one 20 roundel road marking (adjacent to car park to sports centre and south of junction with London Road opposite new development) circa £700


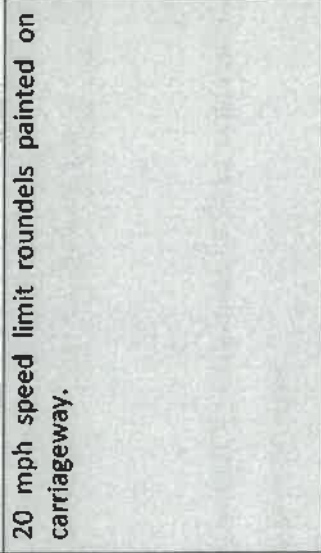
Historical Priorities Record

No	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
1.	Swanscombe High Street should have pedestrian barriers /railings or bollards installed the length of the zig-zag lines on both sides of the road by the pedestrian crossing	<p>Lots of incidents of people parking on the zigzags and pedestrians being endangered</p> <p>To stop parking on the DYs and white zebra zig zags which affects visibility.</p>	Erection of pedestrian barriers/railings or bollards on the	<p>Helen Cobby has installed PGR on the Co-Op side</p> <p>Graham will come back to me to confirm if this is still their no 1 priority as I can ask P&A to look at this and we could potentially use some of our HIP budget. 15.05.2023</p> <p>Have received HIP from Graham on the 12th April with 1 & 2 entries remaining....therefore I have had a meeting with Helen Cobby last week, she confirms she is not advising it appropriate for PGR on the opposing side as previously highlighted with Graham. Please notify the Police on the non-emergency number 101 as this is an enforcement issue and the borough council for DYL parking enforcement.</p>	<p>..therefore I have had a meeting with Helen Cobby last week, she confirms she is not advising it appropriate for PGR on the opposing side as previously highlighted with Graham. Please notify the Police on the non-emergency number 101 as this is an enforcement issue and the borough council for DYL parking enforcement.</p>



Highway Improvements Team working in Partnership with Swanscombe and Greenhithe Town Parish

Highway Improvement Plan

2.	High Street, Greenhithe	Danger to pedestrians and road users when use during traffic congestion due to Dartford Tunnel / Bluewater Shopping Centre peak times	Change the "B" road from the High Street, Greenhithe to make Eagles Road, Greenhithe the "B" road as this is far more appropriate due to size of the road.		15.05.2023 had meeting with Helen Cobby last week and we went through this 2 nd priority. Helen advises this is not something she would support. Maybe Graham, myself and Helen could have a joint catch up to see if there is anything else we could address.
3.	Entry roads to Swanscombe and Greenhithe should have the 20mph speed limit painted on them	Incidents of speeding on roads in built up areas and lack of knowledge of the 20 mph limit.	20 mph speed limit roundels painted on carriageway.		What is the issue here? Speed data from HADMS does not validate the high speedingif the parish wish to fund roundels at the gateway points this could be looked at, but what not really achieve any reduction in speeds? (Approx £100 per roundel but Traffic management costs for road closures is expensive in the region of £2k)

Highway Improvement Plan

<p>4. Craylands Lane</p>		<p>This road has a school and Leisure Centre on it and there are also new developments being built at the bottom of the road (London Road end) which means it is very busy and heavily used by vehicles and pedestrians, including children.</p>	<p>A pedestrian crossing is required by the railway viaduct</p>	 <p>There is a pedestrian build out close to the leisure centre and the school. The crash data shows no ped conflicts. I would recommend that the school and leisure centre engage with Iona Rogulski and Tom Moreton from School Travel Planning Team and Safer Road Users Team to engage with the safety campaigns they are involved in.</p>
<p>5. Milton Road and Manor Road, Swanscombe.</p>		<p>Road surfacing is in very poor condition which, unless remedied, will deteriorate and be a danger to users.</p>	<p>Roads require re-surfacing.</p>	<p>13.07.2023 – This is a maintenance request led on by the Road and Footway Asset Team (RaFAT). ET has logged the Parish Council’s resurfacing request under 733681.</p> <p>No further action from HIT.</p>

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Graham Blew

From: Emma.Tilbury@kent.gov.uk
Sent: 21 July 2023 14:28
Subject: NEW: Highway Information Pack 2023/24
Attachments: Highway Information Pack 2023-24.pdf

[WARNING] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Parish and Town Councils,

As you may be aware, the Highway Improvements Team at Kent County Council underwent a restructure in June 2022, and since then the Community Engagement Team has been proactively meeting Parish and Town Councils and County Members across Kent to review their Highway Improvement Plans (HIPs).

We are pleased to provide you with our newly updated Highway Information Pack (attached) which has been designed to provide you with details of the HIP process, as well as detailing some of the more frequently requested items/ schemes.

For those Parish and Town Councils that are currently engaged with us, please continue to liaise with your Community Engagement Officer.

If your Parish Council has not yet submitted a HIP, or you believe that you are due your annual review, we would welcome the opportunity to work with you. Please do not hesitate to contact us at west.highwayimprovements@kent.gov.uk and your designated Community Engagement Officer will be in contact to introduce themselves and arrange to meet with you.

I hope that you find this a useful document when reviewing or creating your HIP, but please do get in touch if you have any questions or wish to discuss further.

Kind regards

emma

Emma Tilbury | West Kent Community Engagement Team Leader | Highways & Transportation | Kent County Council | Internal: ~~410474~~ | External: 03000 410474 | www.kent.gov.uk/highways

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Highway Improvement Plan Information Pack



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Highway Improvement Plan

A. Introduction

As the Local Highway Authority, KCC wants to help deliver changes which our local communities support, but we cannot do this without Parish/ Town Councils input.

We recommend that Parish/ Town Councils have a Highway Improvement Plan (HIP) as we need you to identify and prioritise what your communities see as the main problems on the highway and work collaboratively with us on developing your Highway Improvement Plan.

Within this booklet there are a number of information sheets that have been produced detailing some of the more commonly requested items. Please use this information pack to make a positive difference to your community.

Prices for the construction costs given are indicative only and are a 'starting from' cost. In most cases there are a range of factors that can increase costs. These figures do not include fees and costs for the design and consultation (TRO) which need to be assessed on a case-by-case basis. KCC staff within the Community Engagement Team can assist with providing advice.

In the first instance, please use the email address below. You will then be contacted by the designated point of contact for your area:

West Kent (Maidstone, Tonbridge & Malling, Tunbridge Wells, Sevenoaks, Dartford and Gravesham): west.highwayimprovements@kent.gov.uk

East Kent (Swale, Canterbury, Ashford, Thanet, Dover and Folkestone & Hythe): east.highwayimprovements@kent.gov.uk

B. Notes on Timescales

For all projects delivered by the Road Safety and Active Travel Team, our contractor has up to 3 months to start the work once it has been handed over for delivery. However, there is typically a 3-to-9-month lead-in, depending on the nature of the work, need for a Traffic Regulation Order (TRO), the allocation of resources and procurement of the required materials.

Works involving new electrical connections or utility service diversions may also be delayed if the relevant utility company cannot carry out the work to our timescale.

The Community Engagement Team will keep you updated throughout scheme delivery.

C. Traffic Regulation Orders

Some requests may require a Traffic Regulation Order (TRO). A TRO is a legal document which is required to manage traffic flow, speed limits and parking restrictions and is necessary to make the restriction enforceable.

A TRO is required for:

- Change of speed limit
- Parking places
- Waiting, loading and unloading bays including school keep clear markings
- Single and double yellow lines
- Prohibition of vehicles
- Vehicle weight and width restrictions
- Bus lanes
- Cycle lanes

All new TROs are advertised and a formal consultation with relevant stakeholders, including the Police, bus companies and emergency services, will be undertaken.

It should be noted that an application for a TRO may not result in its successful implementation. All TROs are subject to a statutory legal consultation and democratic scrutiny process, and should a significant number of valid objections be received, it may be necessary to abandon the proposals, or debate them at a meeting of the local Joint Transportation Board.

Therefore, we would expect that an informal consultation is undertaken by the County Member or Parish/Town Council as a first step to ensure that the proposal has full community support. The results of the consultation must be evidenced. A template is attached under [Appendix 1](#) to assist with the informal consultation process.

The example in the template is for parking restrictions but should provide ideas for the general layout, regardless of what is being consulted on. It is up to the Parish Council to determine what questions you would like to ask as part of the informal consultation.

Ultimately the aim is to have a good idea at the end of the informal consultation as to whether or not the scheme will be supported at the formal TRO stage. If a large number of objections are received at this stage, we will be able to review the responses to see what, if any, amendments would be needed in order to gain support from the objectors, so asking for the reasons why a resident might object is key.

If we receive six or more objections to a proposal, a report will be written by KCC and presented to the Joint Transportation Board (JTB) to debate and decide whether or not to proceed with the measures proposed. This could delay a project and Orders can take on average between 9 and 12 months to come into force.

The cost for a TRO is **£2850** with an additional **£650** should the decision be referred to the JTB. Please note the fees will increase yearly on 1 April.

Highway Improvement Plan (HIP) – Guidance Notes

The Highway Improvement Plan (HIP) is a list of potential highway improvements requested by the community and endorsed by the Parish/Town Council or County Member if led in an unparished area.

The HIP is intended to bring together all the requests for NEW highway improvements requested via the community and endorsed by the Parish/Town Council and/or County Member.

A copy of the HIP template should have been provided to you by the Community Engagement Team but if not, please contact east.highwayimprovements@kent.gov.uk or west.highwayimprovements@kent.gov.uk to request a copy.

KCC always recommends that members of the public contact their Parish/Town Council, or County Member to ensure a community voice helps to prioritise their concerns and ideas and this enables us to assist with requests in a more pro-active way.

The Parish/Town Council/County Member then use the HIP to log and prioritise their concerns and ideas within the community and ultimately identify who is to fund the improvements, should there be mutual agreement between KCC and the Parish/Town Council to take forward an idea.

The Community Engagement Team is committed to meet parishes annually as a minimum and discuss their requests and issues raised. It is recommended that your County Member is also invited to the meeting. **The Parish/Town Council need to be clear on what the problem is that they are trying to resolve when meeting the Community Engagement Team and have evidence to support the concerns being raised.**

KCC is unable to guarantee that all requests will be deliverable, but our Community Engagement Team can advise this once we know what the problems are.

The Community Engagement Team can provide initial advice on HIP requests at no cost, but it should be noted that officers time for the design and delivery will be charged as we do need to recover our design fees to fund the additional work and staffing required to provide design and delivery services.

The rates have been compiled based on an estimate of the number of person hours required to compile the appropriate documents and project management associated with designing and highway scheme, they are then banded based on the anticipated construction cost of that project. The current fees are as follows:

Anticipated Construction Cost	Design Fee
<£1,000	£326
£1,000 - £10,000	£1,068
£10,000 - £30,000	£1,980

All cost estimates are based on our standard 2023 rates. However, material costs have increased substantially, and each scheme will require a quote from the contractor.

It should be noted that the design costs outlined are very modest, and much cheaper than private highway consultants. We do encourage Parish/ Town Councils to liaise with the Community Engagement Team before engaging a private consultant to carry out any highway designs or investigations. This way we can ensure that the most cost-effective solution is identified, and any suggested changes are acceptable based on KCC's design standards and technical approval process.

In addition to the design fees, any physical changes to the road layout such as traffic calming measures, build outs, zebra crossings etc. will also require a minimum of two Road Safety Audits at a cost of £995 each.

The information on each of the highway improvements detailed in this information pack are to assist the Parish/Town Councils with approximate costs and considerations when requesting any new measures.

Any day-to-day maintenance issues can continue to be logged via the online reporting tool using the link below:

<https://www.kent.gov.uk/roads-and-travel/report-a-problem>

Community Engagement

The Parish/Town Council/County Member are the voice for their community. Therefore, prior to completing the HIP, Parish/Town Councils/Members are to prioritise the improvements they would like to see within their parish/ward with feedback from the local community.



Completion of HIP

Parish/Town Councils complete the HIP, taking into account information within this information pack, and submit to the Community Engagement Team

East: East.HighwayImprovements@kent.gov.uk

West: West.HighwayImprovements@kent.gov.uk



KCC to Review HIP

Upon receipt of your HIP, the Community Engagement (CE) Team will review and arrange a meeting to discuss the requests and problems to ascertain what is feasible to take forward and who is funding. KCC officers will also provide advice, guidance and support with matters arising.

The CE Team will annotate the HIP, in the KCC comments column, following the discussions at the meeting, outlining the actions to be taken.



Outline Estimates

If a scheme is to be externally funded by a Parish/Town Council or County Member, KCC will provide an outline estimate of costs and timescales for the design and delivery of the agreed feasible scheme. If the Parish/Town Council wish to proceed, KCC will issue an invoice for the design fee.

Please note: No designs will be started without payment.

The design fee is non-refundable if the Parish/Town Council or County Member decide not to proceed with the scheme.



Scheme Delivery

Once the designs and final costs have been agreed and the Parish/Town Council/County Member wish to proceed with a scheme, an invoice for the remaining costs will be issued. Subject to the proposal it may be necessary for a Traffic Regulation Order (TRO) or Road Safety Audit (RSA) which will increase scheme delivery timescales.

Please note: No TRO, RSA or construction work will be ordered until full payment has been received.

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20mph speed limits are often used in residential areas where there is generally a high proportion of vulnerable road users and where traffic flows are low.

A 20mph speed limit should be designed to be "self-enforcing" so that the traffic naturally keeps to the speed limit. This can sometimes be achieved without additional measures due to the physical layout of the road, on-street parking etc. otherwise physical traffic



calming measures may be needed to go along with the introduction of the change in the speed limit. This can include gateway treatments, speed humps, chicanes, road narrowing, and other measures to both physically and visually reinforce the reduced speed limit.

Where existing measured traffic speeds are above 24mph it may be necessary to install traffic calming features to reduce speeds below 24mph. These might be physical or virtual traffic calming depending on the nature of the road. It is worth noting that while residents may support a 20mph zone in principle they often object to traffic calming measures near their home and design requirements often give little scope to adjust the location.

Signing alone is unlikely to have a significant effect on traffic speeds (typically around a 2mph reduction to the mean speeds is all that is likely) and so KCC will consider requests on a case-by-case basis, with the whole road environment and context being assessed.

20mph Limit

20mph limits are signed with terminal signs and at least one repeater sign and do not require traffic calming measures. Average existing speeds need to be 24mph or below. Kent Police are supportive of appropriate 20mph schemes where a high level of compliance is expected.

20mph Zone

20mph zones require traffic calming measures (e.g. speed humps or chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals. Zones usually cover a number of roads.

Site Requirements

- KCC will very rarely be able to install physical traffic calming measures on A or B classified roads due to emergency services as well as high flows of HGV's. This is consistent with other Local Authorities and national guidance.
- Traffic speed surveys will need to be carried out to identify current traffic speeds and to enable the design of possible traffic calming measures depending on

average speeds.

- Physical traffic calming measures must be lit at night and so 20mph zones that require a system of physical traffic calming must be in areas with street lighting.
- No point within a 20mph zone should be more than 50m from a traffic calming feature (this can be a natural feature such as a tight bend, on-street parking or an installed measure).
- The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.
- An informal consultation will need to be carried out by the scheme promoter prior to the formal Traffic Regulation Order (TRO) being advertised to ensure there is community support for a 20mph limit.
- A Traffic Regulation Order (TRO) for the new speed limit will then need to be advertised and if there are sufficient valid objections, a report to the Joint Transportation Board will be required and the recommendation may be not to allow the new limit to be implemented.
- There needs to be suitable locations to install the speed limit signing on all the entry points into the zone. In more rural locations this may not be possible if highway land is not available.

Typical Costs

The cost of 20mph zones can vary significantly and will depend on the number of roads affected, the number of entry points into the zone and the type and amount of traffic calming required. Typical starting costs for the installation of a 20mph zone are:

- Traffic Regulation Order from £2850 (required for all 20mph Zones)
- Zone entry treatment (2x pairs of signs on new posts plus carriageway roundel) from £1100 each which will be needed for each entry point into the zone

Please note that the overall cost can increase significantly if any of the following additional costs are incurred:

- The carriageway may need to be resurfaced to provide a sound, even surface for the entry treatment if provided.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- A Public Notice will need to be published if road humps are to be installed.
- Utility services in the verges may need to be relocated in order to install gates or enhanced signing (this can be very expensive, especially if there are fibre optic cables)
- Amendments to the existing TROs (parking etc.) may be needed to accommodate the changes.
- Drainage alterations
- Enhanced construction materials
- Provision or enhancement of street lighting which can be a substantial cost
- Road safety audits giving independent safety advice on proposed changes

Traffic calming is used to manage traffic speeds where there is a speeding issue, evidenced by average speeds of more than 10% +2mph above the posted speed limit.

Traffic calming can also have an effect on the volume of traffic as drivers may use alternative routes to avoid calmed streets. There are many different forms of traffic calming which can include gateway treatments, speed humps, chicanes, and road narrowing.



The type of measure which is most appropriate will vary from site to site and careful consideration will be needed to ensure the most appropriate type of calming is used.



It is worth noting that there are unfavourable side effects to most types of calming. Speed humps and cushions for example can cause unwanted vibration and noise for nearby residents. Chicanes and narrowing may result in the loss of on-street parking and can increase noise levels, cause congestion and, in extreme cases, lead to road rage incidents.

Virtual traffic calming measures could be an option if the site requirements do not allow for physical measures.

This could include, but is not limited to, virtual narrowing using hatched edge line markings at 30mph and 40mph sites, or virtual humps at 30mph and 40mph sites throughout the speed limit co-located with speed limit repeater signs as a speed management feature in poorly observed limits.



Site Requirements

- Physical traffic calming measures are not appropriate on A or B class roads.
- Traffic speed surveys will need to be carried out to identify current traffic speeds and to enable the design of traffic calming measures.
- Most physical traffic calming measures need to be lit at night and so a system of street lighting will need to be present or provided by the scheme.
- The traffic calming features must be provided at regular intervals to properly manage traffic speeds. For large areas, this can become very expensive.
- An informal consultation will need to be carried out with affected residents by the scheme promoter in relation to the traffic calming measures.
- The road surface needs to be in good condition without ruts, crack or potholes. The material needs to be laid in reasonably warm, dry conditions and so will only be laid from mid-spring through to mid-autumn.

Typical Costs

The cost of traffic calming can vary significantly and will depend on the number of roads affected and the type and amount of traffic calming required. Typical starting costs for the installation of some of the more commonly used traffic calming measures are:

- Traffic Regulation Order from £2,850 (required for a speed limit change or if changes are needed to on-street parking provision for example)
- Blacktop speed hump from approximately £1600 each.
- Pre-cast concrete speed cushions from approximately £9000 per pair.
- Carriageway speed limit roundel £180 per pair.
- Road narrowing from £1700 each.
- Chicane from £3,600 each.
- Road Safety Audit will be required

Please note that the overall cost can increase significantly if any of the following additional costs are incurred:

- The carriageway may need to be resurfaced to provide a sound, even surface.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- A Public Notice will need to be published if road humps are to be installed.
- Utility services may need to be relocated in order to accommodate some types of calming features (this can be very expensive, especially if there are fibre optic cables).
- Amendments to any existing TROs (parking etc) may be needed to accommodate the changes.
- Drainage alterations.
- Enhanced construction materials.
- Provision or enhancement of street lighting.
- A Traffic Regulation Order (TRO) will be needed if the speed limit is to be changed.

In some situations, the existing speed limit may be considered to be inappropriate and there may be a wish to change it. The speed limit on a road should reflect the local environment, nature of the road and its use. The Department for Transport sets out how speed limits should be set and KCC follows this guidance with any new requests: [Setting local speed limits - GOV.UK \(www.gov.uk\)](http://www.gov.uk).

Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.

Speed limits should not be used to warn of single hazards, but relate to the whole road environment, and the average speed should be around the proposed speed limit change to ensure compliance (i.e. no higher than the enforcement speed of 10% plus 2).

A change in the posted speed limit alone will rarely make a significant change to the actual speeds of vehicles being driven along a road. Typically, a reduction of only 2-3mph is achieved through signing alone.

In instances where the majority of drivers are already driving at or below the desired speed limit, especially in a National Speed Limit (NSL), installing new signage could have a negative impact on speeds, as drivers may feel the need to drive at the posted speed limit as a safe target speed to aim for, where before they were driving below this.

A Traffic Regulation Order (TRO) is needed to change a speed limit and if there are significant objections, KCC may decide not to proceed with the change. In particular, Kent Police should not have objections to the speed limit when they are consulted where a high level of compliance is expected.



Site Requirements

- The proposed speed limit must comply with the Department for Transport's guidance document Circular 01/2013 - Setting Local Speed Limits: [Setting local speed limits - GOV.UK \(www.gov.uk\)](http://www.gov.uk).
- Traffic speed surveys will be needed to provide evidence of existing speeds for use in the assessment. The number of surveys required will depend on the extent of the speed limit change.
- The minimum length of a speed limit should not be less than 600 metres to avoid too many changes of speed limit along the route.

- There must be a suitable location to install the signs at each end of the limit as well as any repeater signs (i.e. sufficient highway land, good visibility of the signs, clear of obscuring vegetation etc).
- A Traffic Regulation Order (TRO) will need to be advertised. Objections to the proposal may result in KCC deciding not to proceed with the new restriction. Costs up to this point will need to be paid by the applicant.

Typical Costs

The cost of new speed limits will vary and will depend on the number of entry points into the limit. Typical starting costs for the provision of a new speed limit are:

- Traffic Regulation Order from £2,850 (required for virtually all changes to the speed limit)
- Speed limit entry signing (2x pairs of non-illuminated signs on new posts) from £650 each which will be needed for each entry point into the zone.
- Painted carriageway roundels can be added from £100 each.
- Speed limit repeater signs (not permitted for 30mph limits with street lighting) from £280 each.

Please note that the overall cost can increase significantly if any of the following additional costs are incurred:

- In certain circumstances the signs may need to be lit requiring lighting units and new power supplies.
- Vegetation may need to be cleared to provide sufficient advance visibility of the signs or permission may be required from the landowner if not publicly maintainable land.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- Removal and disposal of existing speed limit signs.

In some locations, there is a desire to draw drivers' attention to the fact that they are entering a lower speed limit or a village environment.

A variety of measures can be installed which will increase the prominence of the speed limit change or entry to the village. These can include a speed limit roundel on the carriageway, village nameplates and white 'gates' in the verges.



A mix and match approach can be used to select elements appropriate for the location.

“Dragon’s teeth” markings and coloured surfacing are not a prescribed road marking and should not be used except where there is a need to increase conspicuity to address a significant safety issue and more traditional engineering solutions would not be practicable or have proved unsuccessful.

Site Requirements

- These gateway treatments will need to be installed where there is an existing speed limit change or at a suitable point at the entry to a village. Please note that village gateways should be sited as close as possible to the start of the main centre of a village in order to achieve the maximum effect.
- For the coloured carriageway patch, the road surface needs to be in good condition without ruts, crack or potholes. The material needs to be laid in reasonably warm, dry conditions and so will only be laid from mid-spring through to mid-autumn.
- Village gateways will be white in colour and will require at least 1.5m of clear verge in which to install them as the smallest gate is about 1m wide and they need to be set back at least 0.5m from the edge of the carriageway for clearance.
- Village signs will be provided with a white background, black border and black text. No other colours may be used. A shaped mangle type backing board is not to be used.

Typical Costs

The starting costs for the gateway element installation are:

- Village nameplate from £400 each including posts although the cost will vary depending on the length of the village name, additional information included and speed of approaching traffic which determines the sign size.
- Speed limit carriageway roundel from £100 each.
- White gates from approximately £1200 each.

Please note that the overall cost can increase significantly if any of the following

additional costs are incurred:

- The carriageway may need to be resurfaced to provide a sound, even surface for the carriageway patch.
- Vegetation may need to be cleared to provide sufficient improved visibility of the gateway.
- Existing speed limit signs may need to be changed or relocated to suit the new layout.
- Utility services in the verges may need to be relocated in order to install gates or enhanced signing (this can be very expensive, especially if there are fibre optic cables).
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- **Future maintenance:** At end of life, funding will need to be found by the scheme promotor to maintain/ replace the gateways as KCC are not in the position to fund this. We would advise that the Parish Council add these assets to their insurance.

In some locations, excessive numbers of large vehicles using a road can be very disruptive to local people. Where these large vehicles are using a road as a through route (rather than those going to local farms, businesses etc.) and there is a more appropriate route, a weight limit could be considered.



A traffic survey would usually be needed to assess the extent of the problem and would act as a guide for the best course of action.

Environmental weight limits are usually set at 7.5 tonnes which allows smaller twin axle lorries, horseboxes etc. to use the roads but excludes anything larger.

Please note that for environmental weight limits we will always include an exemption for vehicles gaining access to properties within the restricted area.

Any restriction should be largely self-enforcing, and its reason should be obvious to drivers and not cause them significant inconvenience or cost. Only Kent Police have the power to enforce such restrictions but may not be willing for its officers to spend significant time on this.

Where a weight or width restriction does not meet the criteria, an advisory "unsuitable for HGVs" signage or positive lorry direction signage may be considered more appropriate. Please note that an advisory sign would not be enforceable.

Site Requirements

- The entry point to the restriction must be sited at a point where oversized vehicles can turn away or advance warning must be provided.
- There must be suitable locations to install the signs on the entry points to the restriction (i.e. sufficient highway land, good visibility of the signs, clear of obscuring vegetation etc).
- A traffic survey will be needed to provide evidence of existing traffic for use in the assessment.
- There must be a suitable alternative route for vehicles to use to avoid the restriction.
- A Traffic Regulation Order (TRO) will need to be advertised. Objections to the proposal may result in KCC deciding not to proceed with the new restriction. Costs up to this point will need to be paid by the applicant.

Typical Costs

The cost of new width or weight limits will vary and will depend on the number of entry points into the restriction. Typical starting costs for the provision of a new width or weight limit are:

- Traffic Regulation Order from £2,850

- Restriction entry signing (2x pairs of non-illuminated signs on new posts) from £600 each for width restrictions and £800 for weight limits which will be needed for each entry point into the zone.

Please note that the cost can increase significantly if any of the following additional costs are incurred:

- In certain circumstances the signs may need to be lit requiring lighting units and new power supplies.
- Vegetation may need to be cleared to provide sufficient advance visibility of the signs.
- Additional signs will be needed if there are any side roads not included in the TRO.
- Advance warning signs may be required.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.



Where pedestrians are having difficulty crossing a road, a new zebra crossing may be a suitable solution to deal with this issue. They consist of dropped kerbs, tactile paving, belisha beacons on posts and sometimes high friction surfacing on the approaches to help vehicles stop quickly.

These are only suitable where the existing speed limit is 30mph and below and pedestrian flows are medium to high throughout the day.

A signal-controlled crossing is usually preferable for high or very high pedestrian flows to reduce delays to traffic by grouping pedestrians and existing speed limit is 40mph and above (see relevant information sheet).

Site Requirements

- Existing 20/30mph speed limit. The measured 85thile speed (the speed at, or below 85% of traffic travels) must be below 35mph for a zebra crossing to be safe.
- Street lighting must be in place to illuminate the crossing at night. If missing or insufficient it will need to be provided or upgraded at significant cost.
- Footways on both sides of the road, usually at least 1.8m wide.
- Nearby power supply for the belisha beacons.
- Good visibility for drivers and pedestrians (i.e. not on or near a bend, on a hill or obscured by trees or parked vehicles etc). The minimum distances for visibility of pedestrian crossings for approaching traffic are based on the 85th percentile speed. For example, the recommended stopping sight distance for a road in which 85% of drivers travel at 20mph is 22m and at 30mph is 40m.
- Away from junctions (absolute minimum 5m from side roads and well away from signal junctions) and clear of private driveways.
- Pedestrian and traffic speed surveys will be required to justify the need and to assess the safety and operation of this type of crossing.

Typical Costs

Initially, a Pedestrian count and traffic speed survey will be required at a cost of approximately £700 for each location.

The cost for a basic zebra crossing then typically starts from about £21,000 but can increase significantly if any of the following additional costs are incurred:

- Resurfacing of the carriageway if the existing is unsuitable.
- Additional street lighting.
- Enhanced belisha beacons.
- Widened or extended footways.
- Pedestrian guardrail.

- Additional electrical costs if there is no nearby suitable supply.
- Kerb build-out to narrow the road at the crossing point.
- Drainage alterations.
- Enhanced construction materials.
- Traffic Regulation Orders (TRO) for changes to the speed limit, waiting restrictions etc.
- Utility alterations/diversions.
- Road safety audits giving independent safety advice on planned changes.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.

Puffin crossings have replaced pelican crossings and are much more responsive to pedestrians' needs. They consist of dropped kerbs, tactile paving for people with vision impairments, traffic signals to control traffic flow and sometimes high friction surfacing on the approaches.

Puffin crossings are used to help pedestrians cross the road where traffic speeds are higher (40mph and above), and a zebra crossing would not be safe.



In addition, they are used at sites with high pedestrian flows to reduce delays to traffic by grouping pedestrians.

Site Requirements

- Street lighting must be in place to illuminate the crossing at night. If missing or insufficient it will need to be provided or upgraded at significant cost.
- Footways on both sides of the road, usually at least 1.8m wide.
- Nearby power supply for the traffic signals.
- Good visibility for drivers and pedestrians (i.e. not on or near a bend, on a hill or obscured by trees or parked vehicles etc). The minimum distances for visibility of pedestrian crossings for approaching traffic are based on the 85th percentile speed. For example, the recommended stopping sight distance for a road in which 85% of drivers travel at 20mph is 22m, at 30mph is 40m, and at 40mph is 80m.
- Away from junctions (absolute minimum 20m from side roads and well away from signal junctions) and clear of private driveways.
- On dual carriageway roads, the central reservation needs to be wide enough to accommodate a waiting area for pedestrians and effectively two crossings will be provided, one for each carriageway to minimise delays to vehicular traffic.
- A pedestrian count and traffic speed survey will be required to justify the need for the crossing and to assess the safety and operation of this type of crossing.

Typical Costs

The works cost for a basic puffin crossing typically starts from about £46,000 but can increase significantly if any of the following additional costs are incurred:

- Resurfacing of the carriageway if the existing is unsuitable.
- Additional street lighting.
- Widened or extended footways.
- Pedestrian guardrail.
- Additional electrical costs if there is no nearby suitable supply.
- Kerb build-out to narrow the road at the crossing point.

- Drainage alterations.
- Enhanced construction materials.
- Traffic Regulation Orders (TRO) for changes to the waiting restrictions etc.
- Utility alterations/diversions.
- Vegetation/tree clearance to ensure visibility of the signals.
- Alternative vehicle detection equipment if microwave detectors are not suitable for the site.
- Road safety audits giving independent safety advice on planned changes.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.



Toucan crossings are similar to puffin crossings, but they are also designed to be used by cyclists.

They consist of dropped kerbs, tactile paving, traffic signals to control flow and sometimes high friction surfacing on the approaches.

A Toucan crossing is only to be used if there is an existing or planned cycle route on both sides of the road that need to be linked.

Site Requirements

- Street lighting must be in place to illuminate the crossing at night. If missing or insufficient it will need to be provided or upgraded at significant cost.
- Footways and cycleways on both sides of the road.
- Nearby power supply for the traffic signals.
- Good visibility for drivers and pedestrians (i.e. not on or near a bend, obscured by trees etc.). The minimum distances for visibility of pedestrian crossings for approaching traffic are based on the 85th percentile speed. For example, the recommended stopping sight distance for a road in which 85% of drivers travel at 20mph is 22m, at 30mph is 40m, and at 40mph is 80m.
- Away from junctions (absolute minimum 20m from side roads and well away from signal junctions) and clear of private driveways.
- On dual carriageway roads, the central reservation needs to be wide enough to accommodate a waiting area for pedestrians/cycles and effectively two crossings will be provided, one for each carriageway to minimise delays to vehicular traffic.
- A pedestrian count and traffic speed survey will be required to justify the need for the crossing and to assess the safety and operation of this type of crossing. In addition, a cycle count will be needed unless this is part of a new cycle route.

Typical Costs

The works cost for a basic toucan crossing typically starts from about £50,000 but can increase significantly if any of the following additional costs are incurred:

- Resurfacing of the carriageway if the existing is unsuitable.
- Additional street lighting.
- Widened or extended footways.
- Pedestrian guardrail.
- Additional electrical costs if there is no nearby suitable supply.
- Kerb build-out to narrow the road at the crossing point.
- Drainage alterations.
- Enhanced construction materials
- Traffic Regulation Orders (TRO) for changes to the speed limit, waiting restrictions etc.

- Utility alterations/diversions.
- Vegetation/tree clearance to ensure visibility of the signals.
- Alternative vehicle detection equipment if microwave detectors are not suitable for the site.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- Road safety audits giving independent safety advice on planned changes.



Where pedestrians are having difficulties crossing the road, an alternative to a formal pedestrian crossing is a refuge island.

This allows pedestrians to cross the road in two halves and is particularly useful on busier roads, where getting a gap in traffic in both directions at the same time is difficult and where a zebra or puffin crossing is not warranted.

Site Requirements

- There must be sufficient carriageway width within which to construct the island. A minimum of 10m road is needed to avoid the need to widen the road.
- There needs to be sufficient visibility of the crossing and pedestrians for approaching traffic. The minimum distances for visibility of pedestrian crossings for approaching traffic are based on the 85th percentile speed. For example, the recommended stopping sight distance for a road in which 85% of drivers travel at 20mph is 22m, at 30mph is 40m, and at 40mph is 80m.
- The crossing should ideally be sited where it is not hidden in a dip in the road or just over the crest of a hill as drivers will not be able to see it or any pedestrians using it.
- There needs to be a standard footway of 1.2m (minimum) in width on either side of the road for pedestrians to use. If the kerbs are not dropped and tactile paving (to assist blind or partially sighted pedestrians) in place, this will need to be included in the project work.
- The island should be on, or close to the 'desire line' for pedestrians wishing to cross the road.
- The island must be sited so that it doesn't obstruct the turn in and out of junctions or private accesses.

Typical Costs

The cost for a pedestrian refuge island with new dropped kerbs on either side of the road starts from about £9,000 but can increase significantly if any of the following additional costs are incurred:

- Widening of the carriageway to provide sufficient space to install the island. May be issues if not highway land as private land would need a land transfer and deed of dedication to publicly maintainable highway.
- Drainage provision or alterations.
- Enhanced construction materials.
- Relocation of street furniture (bollards, signs, streetlights etc.).
- Alterations or additions to the street lighting to ensure the crossing and users are visible in the dark.
- On traffic islands and pedestrian refuges, non-illuminated bollards may be used however, should illuminated bollards or a high-level beacon requiring a nearby power supply be more suitable, this would be at additional cost.

- Utility alterations/diversions.
- Alterations to parking restrictions may be required to ensure the crossing point is kept clear.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- Road safety audits giving independent safety advice on planned changes.

Where pedestrians currently have to walk in the verge or carriageway, there may be a wish to provide a footway for them to use.



Consideration needs to be given to the number of pedestrians walking along a road against the practicalities and cost of providing a footway.

New footways typically consist of a new kerb (if not already present) with a 1.8m wide blacktop pavement behind.

The footway width may be reduced to 1.2m minimum at pinch points if

necessary or widened if there is expected to be a high pedestrian flow or other special access requirements. If the verge is particularly wide, it may be preferable to leave a grass strip between the footway and carriageway.

Site Requirements

- There must be sufficient highway land on which to construct the footway (at least 1.8m wide).
- The land on which the footway is to be constructed should be reasonably level as an embankment or cutting may require retaining structures to be built at additional cost.
- Existing trees that need to be removed must not have a Tree Preservation Order.
- Obstructions such as signs, telegraph poles or lamp columns that need to be relocated must have a suitable location for them to be moved to.
- A new footway would usually connect into the existing network at either end or lead to a particular destination such as shops, a school etc.
- Dropped kerbs with tactile paving will need to be provided as a minimum at all road crossing points.

Typical Costs

The cost for a basic blacktop footway with kerbing typically starts from about £120 per linear metre based on a length of 100m length of footway.

Please note that this could increase significantly if any of the following additional costs are incurred, or short lengths of footway are required:

- If the verge is not level, a retaining structure may be needed.
- Drainage provision or alterations.
- Enhanced construction materials.
- Relocation of street furniture (bollards, signs, streetlights etc.).
- Additional construction costs at private vehicle accesses.
- Drop kerbs/tactile paving at crossing points.
- Vegetation/tree clearance.
- Utility alterations/diversions.

- Land acquisition costs if insufficient highway land is available. If land is required from private landowners, a Deed of Dedication would be necessary which would add to the cost.
- Accommodation works such as new fences or planting.
- Ecology/environmental surveys and resulting additional works.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- Road safety audits giving independent safety advice on planned changes.

KCC can look at providing warning signs where there is an identified and evidenced safety issue.

Scheme promoters should consider the potential visual intrusion of any new signage, particularly as many parts of the County fall within the Kent Downs AONB or Conservation Areas.

In addition, too many signs can lead to "sign blindness" where drivers start to ignore signs because there are too many and they lose their impact.



Generally, the number of traffic signs should be kept to a minimum, although this needs to take into consideration legal requirements, the need to address safety issues, and the benefits of providing highway users with appropriate information.

Site Requirements

- There must be suitable locations to install the signs. There should be sufficient highway land to ensure the edge of the sign face is at least 450mm back from the edge of the carriageway, good visibility of the signs and clear of obscuring vegetation.
- Chevron signs would require more land available due to the size of the sign and this would be dependent on the speed of the road.
- The size and siting of warning signs should comply with Chapter 4 of the Traffic Signs Manual, which also sets out which signs must be mounted alone rather than with other signs.
- The proposed sign must be an authorised highway sign as defined in the Traffic Signs Regulations and General Directions 2016.
- Consideration should be given to minimising sign clutter and the visual intrusion of any new installation.
- Grey backing boards are not usually used unless there is an evidenced need, and yellow backing boards are only used at crash cluster sites.
- SLOW markings can be used next to a warning sign but not generally in isolation.

Typical Costs

The cost for a basic warning sign and post typically starts from about £260 but can increase significantly if any of the following additional costs are incurred:

- In certain circumstances the signs may need to be lit requiring lighting units and new power supplies.
- Vegetation may need to be cleared to provide sufficient advance visibility of the signs.
- The size of traffic signs depends on the information being displayed and speed of

traffic. As the size increases, so does the cost of the sign and supporting post.

- On roads where traffic speeds are over 40mph, the sign assembly needs to be "passively safe" which means that special deformable posts may be needed to minimise the risk of injury in the event of a vehicle crashing into a sign. These special posts can significantly increase the cost of providing a sign.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.

A kerb build-out can be provided for a number of reasons. These include:

- narrowing the road as a traffic calming feature
- to bring a pedestrian crossing point out between parked cars to improve visibility and pedestrian safety
- to bring a bus stop out beyond parked cars, reducing the loss of parking needed to get the bus into the kerb to pick up passengers
- when placed either side of a junction the give way line can be brought forward to improve visibility for emerging vehicles.



Site Requirements

- The site requirements will vary depending on the type of build-out, size and location, but generally the build-out should be positioned so that it is not a hazard to traffic while still performing the required function. It is important to consider whether the build-out will be a hazard if there are no parked cars present.
- A build-out must not reduce the available carriageway width to an extent that large vehicles permitted to use the road are obstructed. Consideration should be given to large agricultural vehicles, for example, which may need to use roads occasionally in rural areas.
- Buildouts will need to be in areas with street lighting so that they do not become a hazard in the dark.
- Where buildouts are used to pinch the carriageway to a single lane, there must be sufficient forward visibility for drivers to see opposing traffic approaching.

Typical Costs

The cost for a basic build-out typically starts from about £2,200 but can increase significantly if any of the following additional costs are incurred:

- Advance warning signing or priority signing.
- Buildouts used as a pedestrian crossing point will need a corresponding dropped kerb and tactile paving on the other side of the road.
- Utility services may need to be altered or relocated (this can be very expensive, especially if there are fibre optic cables).
- It may be necessary to remove on-street parking and amendments to the existing Traffic Regulation Orders and associated signing and lining may be needed to accommodate the changes.
- Drainage alterations – these are likely to occur as buildouts tend to trap water that would previously flow in front of the kerbs to the nearest gully.
- Enhanced construction materials.
- Provision or enhancement of street lighting.
- Depending on site conditions, traffic management will need to be considered to

ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.

- Road safety audits giving independent safety advice on planned changes.

Many pedestrians have difficulty crossing streets where there are full height kerbs.



This can include people with mobility issues, particularly those with walkers, wheelchairs or mobility scooters. They can also present issues to able bodied pedestrians notably parents with prams or pushchairs. Providing dropped kerbs will help these pedestrians move around more freely.

Adding tactile paving will also help people with vision impairments to find the crossing points and guide them across the road.

Dropped kerbs can also be installed individually to assist people to gain access to a parking area or similar.

Site Requirements

- Footways on both sides of the road if the dropped kerb is used for a crossing point.
- Located at a safe point with good visibility for drivers and pedestrians. The minimum distances for visibility of pedestrian crossings for approaching traffic are based on the 85th percentile speed. For example, the recommended stopping sight distance for a road in which 85% of drivers travel at 20mph is 22m, at 30mph is 40m, and at 40mph is 80m.
- On, or close to the 'desire line' for pedestrians wishing to cross the road.
- Located where they will not be obstructed by parked vehicles.

Typical Costs

The works cost for a basic pair of dropped kerbs typically starts from about £1100 but can increase significantly if any of the following additional costs are incurred:

- May be an additional cost to provide tactile paving.
- Additional or extended footway links to connect the crossing point into the nearby footways.
- Drainage alterations (drainage gully gratings in particular can be an issue for wheelchair and buggy wheels etc. and can also trap heels and so should be relocated or the crossing point moved away from them).
- Road marking renewal or alterations.
- Utility alterations/diversions.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.

Parked vehicles near an entrance to a school can be a hazard for children, obscuring their view of traffic and vice-versa.

A School Keep Clear marking prohibits stopping or parking in the vicinity of the pedestrian entrance(s) to the school to deal with this issue.



They can also help to keep an area clear of parking for a crossing patrol to operate safely.

The marking can also be used for combined vehicle/pedestrian access but would not usually be marked for solely vehicular accesses.

The markings only apply Monday to Friday during term times and can either operate for periods at the start and end of the school day or can be continuous between these two time periods depending on the particular local requirements.

Site Requirements

- The markings can be provided to protect entrances normally used by pedestrians and can be between 25.56m and 43.56m long in steps of 6m.
- If the school has more than one pedestrian entrance, then multiple markings can be provided but their overuse can reduce their effectiveness if drivers cannot find anywhere else to stop.
- There must be somewhere suitable to site the time plates and posts that accompany the markings.
- Currently, a Traffic Regulation Order (TRO) is required for the marking to be enforceable by the local Parking Attendants. Objections to the proposal may result in KCC deciding not to proceed with the new restriction. Costs up to this point will need to be paid by the applicant.
- An informal consultation will need to be carried out by the scheme promoter prior to the formal Traffic Regulation Order (TRO) being advertised to ensure there is community support.

Typical Costs

The cost for the Traffic Regulation Order starts from £2,850 and the installation of a basic School Keep Clear and associated signs typically starts from about £800.

Please note that this can increase significantly if any of the following additional costs are incurred:

- Any existing controlled parking bays will need to be removed and the relevant TRO amended to reflect the change.
- Vegetation may need to be cleared to provide sufficient visibility of the signs.
- If more than one marking is required there will be extra costs for the markings and

signs.

- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- If the school changes its access arrangements or operating times, it is expected that they will fund any changes to the TRO and/ or Keep Clear markings and signage.

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In some locations, irresponsible parking can cause a safety hazard or obstruction. Each request for double yellow or single yellow lines is assessed and considered on a case-by-case basis.

It is imperative that the Parish/Town Council or County Member carries out an informal consultation with affected residents to ensure there is community support, as any restriction could cause displacement of vehicles to a more unsuitable location.



Enforcement and ongoing maintenance of restrictions is the responsibility of the District/Borough Council as the local parking authority.

Site Requirements

- If supplementary signs are required, there must be somewhere suitable to site the time plates and posts that accompany the markings.
- A Traffic Regulation Order (TRO) is required for the marking to be enforceable by the local Parking Attendants. Objections to the proposal may result in KCC deciding not to proceed with the new restriction. Costs up to this point will need to be paid by the applicant.
- An informal consultation will need to be carried out by the scheme promoter prior to the formal Traffic Regulation Order (TRO) being advertised to ensure there is community support.

Typical Costs

The cost for the Traffic Regulation Order starts from £2,850 and the installation of lines, and associated signs where single lines are installed, typically start from about £800.

Please note that this can increase significantly if any of the following additional costs are incurred:

- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely, including no parking cones. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- Amendment to existing road markings.
- Resurfacing of the carriageway if the existing is unsuitable.

Keep Clear Markings:

White "Keep Clear" markings tend to be over-used and should only be used where traffic waiting at a junction blocks traffic at another junction where waiting times would be unacceptable, or to indicate where a road should be kept clear of waiting or parked vehicles to allow access to side roads. They could be used outside of premises but the above applies and only if the premises is used by the general public.

**Yellow Box Markings:**

Yellow box markings are a strategic tool used to maintain traffic flow. They are mainly used on the principal road network, but may be used on lower classes of road, where traffic blocks a junction, and indicate that a road must be kept clear of waiting or queuing vehicles to allow access to side roads.



In Kent, yellow box markings have historically been overused and are expensive to install and maintain. To maintain the usefulness of yellow box markings the marking will only be considered for installation at specific locations.

Site Requirements

- A traffic survey should be carried out to determine the extent of the problem.
- A good quality road surface is required before road markings are installed.
- A Traffic Regulation Order (TRO) is not required to install a yellow box marking, although the views of the Police should be sought before installation as marking is subject to the Road Traffic Act.

Typical Costs

The installation of a 'Keep Clear' typically starts from about £150.

Please note that all costs can increase significantly if any of the following additional costs are incurred:

- The carriageway may need to be resurfaced to provide a sound, even surface, if the existing is unsuitable.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.

Bollards are often requested to prevent vehicles parking on the verge or footway and potentially causing significant damage to highway infrastructure or statutory undertakers services.

Bollards should only be provided where they are needed and where alternative solutions have been considered and rejected. Bollards are frequently damaged, costly to maintain, and add to general street clutter. They can also present a hazard for people with visual impairments and restrict available footway width.



KCC is unable to install any measures to protect private property in the footway or verge. Trying to barrier or deflect vehicles in this way could cause additional safety risks and likely increase the severity of any injuries. Nationally there is a move to make road environments more passively safe by reducing the scale and amount of street furniture alongside the carriageway.

This is not just for the purpose of reducing injury severity of vehicle occupants, but also of other road users. When barriers and bollards are hit or vandalised, they are often left in a dangerous state for example in some cases damaged bollards are left blocking footways forcing pedestrians to walk in the carriageway.

KCC has a policy of not installing physical features to protect private property, and this is partly due to ongoing maintenance considerations, but also due to longer term highway safety as outlined above.

Site Requirements

- Under current standards, we are unable to install bollards where the minimum footway width following the installation of bollards is not met. Current rules require minimum footway widths of 1.2 metres be maintained where new highway works are taking place.
- Bollards must be set back at least 450mm from the edge of the carriageway.
- We are unable to install bollards on verges which are service strips, housing utility plant and cables.
- Generally, bollards will be wooden or of recycled plastic construction, as these are cost effective and safe. Plastic bollards will be provided in black except where they are required to match existing bollards or street furniture. The use of metal bollards, including traditional cast-iron bollards, is not generally permitted in Kent, as they can result in injury if struck by vehicles.

Typical Costs

The cost of a standard bollard is approximately £240.

Please note that this can increase significantly if any of the following additional costs are incurred:

- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation

Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.

- Depending on the site and what is trying to be achieved, there may be different fixing requirements.

A one-way street allows vehicles to move in one direction down the road. 'No-entry' signs are used to prevent vehicles travelling the wrong way along the road, and sometimes road junctions are redesigned to make it difficult to turn against the flow of traffic. For traffic travelling in the correct direction, arrow signs are used to show it is a one-way street.

When considering one-way systems, it helps to fully understand the problem that is trying to be resolved. One-way systems are generally used as a last resort and should be short in length. It is therefore important to first consider whether or not there are any other improvements that could be made which would address the issues being experienced.



One-ways can only be investigated if there is evidence of substantial local support as they can often lead to increased driver speeds, as motorists are aware that they will not meet oncoming vehicles, and can lead to notable diversions.

Consideration also needs to be given to bus routes as any change to one-way could risk losing services which would likely be very unpopular. One-way systems can also have a negative impact on any side roads causing rat running through smaller streets.

Site Requirements

- Ideally not on a bus route or where the road has a width or weight restriction.
- Is there a suitable, short diversion?
- A traffic survey will be required to show how many vehicles are travelling in each direction along the road(s) in question which will help demonstrate the best likely format/ direction of any new one-way system according to the existing driver behaviours. Where the directional split is 50/50, it may be difficult to determine a workable one-way scheme as rerouting traffic would impact the same/similar number of drivers. Additionally, where traffic count/volume in either direction is very high, rerouting all of the movements in one direction may have an impact on other junctions.
- Highway land should be available to install one-way signs.
- An informal consultation will need to be carried out by the scheme promoter prior to the formal Traffic Regulation Order (TRO) being advertised to ensure there is community support.
- A Traffic Regulation Order (TRO) for the one-way system will need to be advertised and if there are sufficient valid objections, a report to the Joint Transportation Board will be required and the recommendation may be not to implement the one-way system.

Typical Costs

The cost of one-way system will vary and will depend on the number of signs required. Typical starting costs for the provision of a one-way system are:

- Traffic Regulation Order from £2,850.
- One-way signs (2x pairs of illuminated signs on new posts) from £650 each.

- No entry signs and new posts £650.
- Carriageway markings (arrows or no entry markings) may be required from approximately £30 each.

Please note that this can increase significantly if any of the following additional costs are incurred:

- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- Additional electrical costs if there is no nearby suitable supply.

Flashing school signs, also known as wig wags, are often used outside schools to emphasise the warning sign. They can also be used in conjunction with a part-time advisory 20mph speed limit near a school.

To retain their impact, wig wags should only be used at high-speed sites, where the 85th percentile (the speed at which 85% of vehicles are being driven at or below) is above 35mph or on a busy road.

Advisory 'School 20' signs should only be used on single carriageway 30mph roads.



Site Requirements

- A speed survey will be required to determine the average and 85th percentile speeds.
- There would be a need to engage with the nearby school to ensure they are willing to take on responsibility for the programming, operation and maintenance going forward, so they would need to be in full agreement in taking on these responsibilities.
- If new signs are required, suitable highway land must be available to install them.
- A nearby suitable electrical supply, such as a streetlight, would be required.

Typical Costs

Costs for the installation of wig wags start from: £6000.

Please note that this can increase significantly if any of the following additional costs are incurred:

- Additional electrical costs if there is no nearby suitable supply.
- Depending on site conditions, traffic management will need to be considered to ensure that the works can be installed safely. A Temporary Traffic Regulation Order (TTRO) to close the road, along with associated diversion signs or temporary traffic lights, may be needed in order to install the physical measures. Restricted working hours charges and/ or Lane rental fees may also apply.
- **Future maintenance:** Asset suitability would need to be reviewed once it has reached the end of its serviceable life and there is no guarantee that it would be replaced. If it is to be replaced, a funding source will need to be found by the scheme promoter.

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Traffic Surveys are necessary to provide data for designers to use when developing new works on the highway and when considering speed limit changes.



Traffic counts fall into two main categories, automatic or manual. Automatic counts involve equipment placed in or alongside the highway. The most common of these is the ATC tube survey which consists of a pair of tubes laid across the carriageway which are connected to a data logger that allows reports such as traffic volume, speed and vehicle classification to be generated. This type of count would generally be carried over a 7-day period.

Manual counts are carried out by people on the ground (enumerators), by video recording or Automatic Number Plate Recognition (ANPR) cameras and are typically carried out over a 12-hour period from 7am and 7pm. They are used for junction turning counts, origin and destination (OD) surveys, pedestrian and cycle surveys, parking and queue length surveys.

OD Surveys can also be carried out by a roadside survey however this requires the Police to be involved to stop the vehicles.

Site Requirements

ATC tube surveys ideally need:

- to be situated on straight stretches of road, away from junctions, bends, on street parking or other factors that might affect data collection.
- a secure fixing point at the survey site in order to attach the counter, i.e. a lamp column or signpost is ideal.
- to avoid all school holidays, particularly Summer Holidays, as well as the winter months due to ice/snow on the road and the Christmas period.
- Manual surveys have no particular site requirements other than a suitable location for the enumerators or video equipment to observe from with an unobstructed view.

Typical Costs

The cost for a single ATC tube survey is around £85 for a week of data collection. A simple manual count (12 hours) such as a pedestrian count for a new crossing is from £700.

Please note that this can increase if any of the following additional costs are incurred:

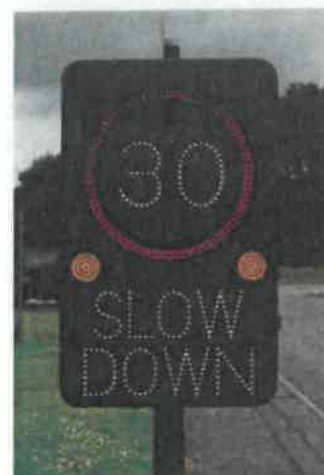
- Longer than standard survey durations.
- Surveys on dual carriageways.
- Prices for ATC surveys are for single locations. Additional ATC counts that are carried out at the same time and general area as the first will incur an additional

charge, but this will be less than for the single count.

- Counts on higher speed roads will require additional traffic management which will incur extra costs.
- Manual surveys that are more complex and require additional people or video equipment.

Fixed electronic warning signs are installed at locations throughout the county as a road safety education tool. The most common application is to remind drivers of the prescribed speed limit and activate when the Kent Police enforcement threshold is exceeded.

These signs are non-mandatory and non-statutory; therefore, they cannot be legally enforced and must be supported by other adjacent legal signage. Every location must have either a crash history or speed related problem that has not been addressed by the use of other engineering measures, such as gateways, build outs or white lining improvements. For speed related applications, comprehensive survey data will be required to evidence the issue, as electronic signs are a last resort option. Whilst the signs have a positive impact, the benefits are short-lived and decline over time.



A variety of sizes and prescribed legends can be used, including: 30mph, bend/junction warning, road narrows or school; each with an optional SLOW DOWN message. However, the use of smiley/sad faces or "Thank You" is not permitted within the regulations.

Installation and maintenance

All VAS requests are managed by the Traffic Operations and Technology Team, who are responsible for the siting, installation, annual inspection and maintenance. All SID apparatus must be procured through this agreed process to ensure the safe delivery of an effective scheme using tested and approved suppliers. Many manufacturers offer similar equipment, but unauthorised installations on (or adjacent to) the highway will be removed.

A considerable number of the existing VAS have exceeded their predicted life of six years and are obsolete. A small stock of components has been salvaged from damaged/faulty signs in order to effect repairs and extend the life of the remaining assets, although this may not be possible. As these are not safety critical devices, a full assessment and speed survey of the ongoing issue will be needed, as a VAS may no longer be the best solution, even in situations where a VAS has been installed previously; SpeedWatch data are not a comparable substitute.

The signs can be either solar or mains powered, although the preferred option is to use a solar panel which affords more flexibility in locating the sign for remote situations. However, due to adjacent vegetation or structures these are not always viable, and a dedicated mains power supply will be required. All mains powered VAS require a dedicated UKPN connection, feeder pillar and a specific investigation but can significantly affect the cost and timescale.

Proposed sites will be assessed on an individual basis; there are no specific criteria, but each must be within the highway boundary, be supported by mandatory signage, not cause an obstruction nor other safety concerns. This equipment cannot be attached to existing signs or lamp columns and must not distract drivers or obscure hazards. Therefore, not all sites will be suitable for a VAS, although every effort will be made to accommodate the request.


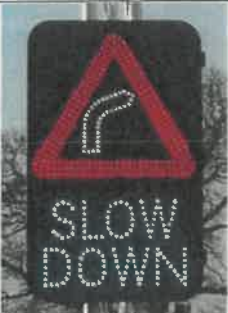
This equipment will not be installed in 20mph zones as these should be self-enforcing.

Delivery time will be approximately three months from the order being placed and each sign comes with a six-year warranty from the manufacturer.

Finance

There is no funding available for the routine replacement of faulty signs, as they are not safety critical assets. Elected County Councillors have often used their Member funding allocation to support the installation or replacement of VAS equipment, optionally with a contribution from the Parish Council.

Below are examples of typical VAS used in Kent:

	<p>Speed repeater sign, 300mm diameter This option includes:</p> <ul style="list-style-type: none"> • Site visit, land ownership check and utility surveys • Post installation and labour • Solar/mains powered 30mph roundel • Ongoing maintenance and electrical testing
	<p>Speed repeater sign, 450mm + flashers This option includes:</p> <ul style="list-style-type: none"> • Site visit, land ownership check and utility surveys • Post installation and labour • Solar/mains powered 40mph roundel with flashers • Ongoing maintenance and electrical testing
	<p>Speed repeater sign, 450mm + flashers + SLOW DOWN This option includes:</p> <ul style="list-style-type: none"> • Site visit, land ownership check and utility surveys • Post installation and labour • Solar/mains powered 30mph roundel with flashers and SLOW DOWN • Ongoing maintenance and electrical testing
	<p>Hazard warning sign, 600mm + SLOW DOWN This option includes:</p> <ul style="list-style-type: none"> • Site visit, land ownership check and utility surveys • Wide base post installation and labour • Solar powered bend warning triangle with SLOW DOWN • Ongoing maintenance and electrical testing

An alternative scheme is available using a portable speed indicator device (SID) which is managed locally by parish volunteers. This gives more flexibility than a VAS, does not require a speed survey and is a community-based asset – a separate leaflet on this is available.

Parish Councils are often concerned with speed related issues in their local area. To assist we have created a scheme using a portable Speed Indicator Device (SID) as an alternative to the fixed electronic sign.

This comprises a single SID unit used in rotation across multiple fixed poles within existing 30mph zones as a driver education tool. It cannot be used for enforcement purposes and not suited to use in 20mph areas due to the sensitivity of the radar unit and reduced effectiveness.



Please be aware this scheme is not affiliated to SpeedWatch, as each have specific requirements and serve different purposes. Active SpeedWatch sites are not necessarily suitable for the SID; each proposed location will be assessed on an individual basis but must be within the highway boundary.

All SID apparatus must be procured through this agreed process to ensure the safe delivery of an effective scheme using tested and approved suppliers. Many manufacturers offer similar equipment, but unauthorised installations on (or adjacent to) the highway will be removed.

Sign equipment

Each SID is battery powered and can be moved by a single person and supplied with a charger and spare battery to allow it to be swapped when necessary. Delivery time is approximately three months from the order date, which will be after a suitable scheme has been agreed.

Two versions are available (Mini or Advanced), but both have the same size electronic panel to show actual speed. The use of smiley/sad faces or "Thank You" is not permitted within the regulations. For vehicles above 25mph the speed is displayed, which flashes for those above the 30mph limit and then blanks at 40mph to discourage "high scores". The Advanced sign includes a 'SLOW DOWN' legend but is notably heavier. The SID is easily moved between locations with the correct training and requires no tools to be used on site.

Battery life is dependent on traffic volume but estimated at up to four weeks for the Mini SID and one week for the Advanced version. There is no option for a solar powered system as this creates additional risks when moving the sign, and mains power prohibits portability.

The SID can be supplied with data collection to allow downloading to a spreadsheet via Bluetooth. However, these data are indicative and not a substitute for a formal traffic survey.

Poles and brackets

Proposed sites will be assessed on an individual basis; there are no specific criteria, but each must be within the highway boundary, at least 150m inside 30mph speed limits, not cause an obstruction and away from junctions or bus stops. The SID cannot be attached to existing signs or lamp columns and must not distract drivers or obscure hazards. No locations will be agreed where traffic management is required to access and relocate the SID.

A minimum of three posts are required per SID, with a bracket for each, to a maximum of five sites per sign in order to retain overall effectiveness. For maximum benefit, these locations should be well distributed and not on a single corridor. All agreed locations will require a 4m high post to be installed which will remain empty when not in use.

A local consultation exercise must be undertaken by the Parish Council prior to agreement of the SID to ensure that residents have an opportunity to comment on the proposal. Evidence of this will be required, as any objections will need to be considered and may affect the plans.

Relocation and site safety

To comply with national regulations, the SID must not remain in one location for more than eight weeks so need regular relocation. Local volunteers will need to be responsible for the regular SID movement between the agreed sites, battery charging and data retrieval.

Training will be given on the SID setup and mounting/removal, but it is a very simple process. The use of hi-visibility vests and PPE by the volunteers is essential during the SID relocation and the Parish Council must carry out a risk assessment for the movement of the signs including parking/access for each location.

A Memorandum of Understanding to define the roles and responsibilities of each party will need to be signed, although the SID will be the property of the Parish Council.

Maintenance

The sign has a 12-month warranty from the manufacturer who will liaise directly with the parish council on any technical issues. Replacement batteries, new brackets or extra poles are available but must be discussed with the KCC Traffic Operations and Technology Team to ensure compatibility.

It is strongly advised that the SID is covered by Parish Council insurance, as in the event of theft or third-party damage we are unable to provide a replacement.

Finance

It is not possible to provide a price as each scheme will be based on the specific requirements but will include:

- Site visit, land ownership check and utility surveys
- One SID with optional data collection facility, two batteries and a charger
- Galvanised poles with mounting brackets at each agreed site, including post installation and minor traffic management
- Delivery, handover on site, training and padlocks with keys

Mini SID



(recommended)

8kg SID + 4kg battery

Advanced SID



12kg SID + 12kg battery

Parish Councils are often keen to address speed related issues in their local area.

The key to implementing any successful engineering scheme is for it to be delivered in collaboration with education, training, publicity and enforcement for all road users.



This toolkit supports Parish and local Councils with the tools, assets and information needed to conduct successful communication and to encourage compliance of a 20mph scheme once implemented.

The toolkit will be supplied to you initially, although there may be a charge if you require further copies) and consists of:

- Advisory Information
- Road User Tips for Travelling in 20mph Limits
- Social media messages
- Digital Adverts
- A4 Posters
- A1 A-Frame Posters
- Car stickers
- Bin stickers
- Roadside banners
- A4 letterhead template
- Images

There is more information available on:

[20MPH Toolkit - KCC Road Safety \(kentroadsafety.info\)](http://kentroadsafety.info)

Parish Councils are often keen to address speed related issues in their local area.

The key to compliance to any engineering scheme is that it be underpinned by collaboration with education, training, publicity and enforcement for all road users.



This toolkit supports Parish and local Councils to encourage compliance of 30mph speed limits; it provides the tools, assets and information needed to successfully communicate this message.

The toolkit will be supplied to you initially, although there may be a charge if you require further copies) and consists of:

- Advisory Information
- Road User Tips for Travelling in 30mph Limits
- Social media messages
- Digital Adverts
- A4 Posters
- A2 posters
- A1 A-Frame Posters
- Car stickers
- Bin stickers
- Road banners
- A4 letterhead template
- Images

There is more information available on:

[Speed - KCC Road Safety \(kentroadsafety.info\)](http://kentroadsafety.info)

The objectives of Quiet Lanes are to preserve the character of country lanes, to reduce traffic dominance and vehicle speeds, to encourage drivers to look out for and be more mindful of non-motorised road users and, thereby, to encourage more journeys on foot, by bike or by horse.



Occasionally a Parish/Town Council may be considering the introduction of a Quiet Lane with the intention of helping to preserve the character and tranquillity of their rural area and encourage an increase in non-motorised users, whilst maintaining vehicular access.

The idea is to make motorists more aware of non-motorised users and, over time, to reduce the number and speed of motor vehicles by changing attitudes ('hearts and minds') of local residents and other road users) rather than lowering the speed limit or using physical measures for enforcement.

Ideally Quiet Lanes link homes with shops, bus routes, schools, workplaces, village halls, pubs and other local amenities, allowing people to use non-motorised modes of transport in preference to cars for short journeys.

Generally, a Quiet Lane in urban areas will have a speed limit of 20mph and daily traffic flows less than 2,500 traffic flows and in rural areas a speed limit of 40mph and daily traffic flows of less than 1,000. They will have good visibility for all users and include traffic signs and road markings. Drivers of vehicles should be expecting to see walkers, cyclists and horse riders.

A community-based approach to Quiet Lanes is required to develop a consensus and to encourage a change in road user behaviour of local people in a rural context as local buy-in for the idea is essential as is a robust and continued road safety campaign to highlight to all traffic the purpose of the Quiet Lane. Before developing a proposal, a comprehensive public consultation, including at least one local public meeting is required along with publishing the intention in a local newspaper and allowing at least 21 days for formal replies.

However, it is important to bear in mind that Quiet Lanes can be resource intensive to develop and deliver and an ongoing programme of engagement and publicity with local people and interest groups is needed to maintain the benefits in the long term. Any scheme should be seen as a long-term project which needs continued attitude changes brought about by regular road safety messaging and continued local community input.

The cost of implementing Quiet Lanes can also vary depending on the measures required to aid compliance as they can range from just simple entry/exit signs on wooden posts to vertical and horizontal treatments, surface treatments and road markings. Quite often on rural lanes, this can detract from the rural nature of the road and so needs careful and sympathetic designs. The advertising and road safety campaigns can add a significant amount to the costs.

Whilst there are some advantages to the implementation of Quiet Lanes, in practice it has been found that they have little perceived benefit. A report produced by TRL Ltd for the Countryside Agency back in 2003 following the implementation of The Greensand Ridge Quiet Lane scheme, concluded that, whilst there was a small, declared increase in non-motorised use and decrease in motorised use, as well as a declared increase in careful driving, it also found:

- No change in measured traffic on Quiet Lanes, despite large increases on adjacent roads
- No significant change in measured vehicle speeds on Quiet Lanes
- Observed increase in pedestrians but numbers remain low
- Sustained strong support for the scheme but about half say it is not working in practice
- There remain some concerns over safety
- There remain perceived problems with quiet lanes

Parish Councils are often keen to address speed related issues in their local area.

Operating at carefully selected sites on roads in 20mph, 30mph and 40mph speed limits, a group typically of three CSW practitioners monitors the speed of passing vehicles using a portable speed indication device.



Details of vehicles travelling at or above nationally-specified thresholds (25+, 35+ and 46+mph) are recorded and reported. The registered keepers of vehicles observed repeatedly or 'high-end' speeding anywhere in Kent in the previous 12 months are then sent advisory letters by Kent Police.

In order to access this scheme, communities will need to identify a number of volunteers to carry out Speedwatch. You will need to gain access to Speedwatch equipment which includes an approved speed measuring device. Speedwatch equipment typically costs in the region of £2,000 however it is common for groups adjacent to other active Speedwatch groups to share equipment, there may be opportunity to borrow equipment also.

KCC may also be able to assist with the funding of this equipment and this should be discussed with the Community Engagement Team.

You need to contact Kent Police to discuss where you would like to operate Speedwatch in your community; they will be able to run through the site risk assessment process and training for operators.

There is more information available on:

www.kent.police.uk/speedwatch

The issue of lorries using unsuitable routes is a difficult problem to deal with. On a strategic level the council has adopted a Freight Action Plan that has a specific objective to try and tackle the routing of HGV's. The intention is to encourage the use of strategic roads for the transportation of goods across the county to minimise the impact on communities. However, it must be recognised that the economy needs be supported, which means that local companies will sometimes use smaller roads to continue their businesses.



There is a scheme we can help set up called Lorry Watch. This scheme aims to empower local residents to record the details of HGVs that are inappropriately using a road. This data is passed to the Freight Officer at KCC who liaise with the Police when a restriction has been broken as they alone have enforcement powers. In this instance, there would be no law broken but the benefit of collecting this data would be to build a picture of the numbers of lorries using the road and which companies are using it.

The Freight Team collect the data and provide this to the Police if it is requested. They will attempt to contact the companies that are caught using a restricted road but do not always get a response unfortunately. Where we can, we will discuss with the business and discuss alternative and more appropriate routes.

The Lorry Watch Scheme is run via the parish councils and a MSRA with public liability insurance will be required prior to commencing with the scheme.

Lorry Watch has proven very successful in a number of locations around Kent. We are told that the temporary Lorry Watch signing alone has shown significant decreases in HGV traffic in some areas. Further information can be found at <https://www.kent.gov.uk/roads-and-travel/travelling-around-kent/lorries-and-hgv/lorry-watch>.

Please contact the Freight Team at freight@kent.gov.uk if you require further information.

Have your say – Installation of Double Yellow Lines, *location

Following concerns raised by residents, *** *Parish/ Town Council* and KCC's Highway Improvements Team have been reviewing on-street parking provision in *** and we have ascertained a number of roads where additional parking restrictions are required to facilitate access and turning.

This is an **informal consultation** to canvas local opinion. If there is no clear consensus, or a strong view that parking restrictions should not be implemented, then these proposals will be abandoned. Either way, the outcome of the informal consultation will be discussed in detail by *** *Parish/ Town Council*.

We are proposing to install double yellow lines on sections of the following roads. Please use in conjunction with the detailed map(s) enclosed:

-
-
-

Please answer the questions below and email your responses to: * *Parish/ Town Council email address* or post them to **Parish/ Town Council postal address*. **The deadline to receive responses is ***.**

1. Do you agree with the proposals to decrease on street parking as shown on the attached plan(s)? Yes/No
 - 1a. If "No" please provide comments.
2. Is there a particular road where you feel that parking should be decreased? Yes/No
 - 2a. If "Yes" please specify which road, and why.
3. Where do you currently live (please provide road name and postcode)?
4. Any other comments?

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