



Gravesham Local Plan First Review Saved and Deleted Policies Version (September 2014)

Connecting with the Community

Gravesham
Borough Council



Purpose of this Document

This is an amended version of the Gravesham Local Plan First Review Adopted November 1994. It has been produced to assist the public to show which policies from the Gravesham Local Plan First Review are still in force.

In September 2007, the Council received a Direction letter from the Secretary of State which listed the policies which were saved at that stage (see

http://www.gravesham.gov.uk/data/assets/pdf_file/0004/69637/PlanningDirectionLetter.pdf).

Those policies not listed in the Direction letter expired on 27 September 2007. The policies which expired in 2007 are shown in ~~red and double strikethrough~~ in this document.

In September 2014, the Council adopted the Gravesham Local Plan Core Strategy. A number of the saved policies were either replaced by Core Strategy policies or deleted as they were no longer necessary. These are listed in Appendix 1 of the Gravesham Local Plan Core Strategy (see:

www.gravesham.gov.uk/localplan). The policies which were replaced or deleted in 2014 are shown in ~~blue and single strikethrough~~ in this document.

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Chapter 1

Introduction

1. INTRODUCTION

Introduction

- 1.1 This First Review of the Borough of Gravesham Local Plan will be referred to in this document as the Borough Plan Review. It will replace and supersede the existing Borough of Gravesham Local Plan ("the existing Borough Plan") which was formally adopted by Gravesham Borough Council in March 1987.
- 1.2 The Borough Plan Review covers the entire Borough of Gravesham but owing to a boundary change, the area covered is slightly smaller than for the existing Borough Plan, as the part of New Barn formerly within Gravesham has been transferred to Dartford Borough. This area has therefore now been excluded.
- 1.3 The Borough Plan Review has been prepared in accordance with the Town and Country Planning Act 1990, the Town and Country Planning (Structure and Local Plans) Regulations 1984 and current advice issued by the Department of the Environment.
- 1.4 The Borough Plan Review comprises this Written Statement and the Proposals Map. The Written Statement describes and justifies the policies and proposals for the promotion, co-ordination and control of development in the Borough in the period up to 2001. These are illustrated, where appropriate, on the Proposals Map. Where there is any contradiction between the Written Statement and the Proposals Map, the provisions of the Written Statement will prevail.
- 1.5 The policies and proposals of the Borough Plan Review have been prepared within the strategic framework provided by the Second Alterations to the Kent Structure Plan. The Secretary of State for the Environment approved the Second Alterations to the Kent Structure Plan in May 1990 (to be referred to in this document as the Approved Kent Structure Plan). The Kent Structure Plan and the Borough Plan Review will together form the Statutory Development Plan for Gravesham.
- 1.6 Issues arising from the Kent Structure Plan Third Review, the Thames Gateway Planning Framework and the continuing development of the Channel Tunnel Rail Link, including Ebbsfleet Station, will be taken into account in the preparation of the Borough Plan Second Review.

Changes since 1987

- 1.6 A review of the existing Borough Plan, adopted in 1987, is necessary because:-
 - (A) The proposals of the existing Borough Plan only cover the period to 1991, being the period of the Structure Plan at that time. Although many of the existing policies will still be relevant after that date, the Plan itself would become increasingly outdated if it were not reviewed. It is the clear advice of Government that plans should be kept up to date and that their relevance in, for instance, appeal decisions, will diminish if they are not.
 - (B) There have been a number of significant changes since 1987 as well as forthcoming changes which need to be taken into account, including:-
 - (a) The Second Alterations to the Kent Structure Plan (referred to above).
 - (b) The completion of the Channel Tunnel and the implications this will have for development in Kent.

- (c) The likelihood of a rail link to the Channel Tunnel through Kent and through Gravesham. Also, the prospect of an intermediate station in North West Kent.
- (d) The increase in capacity of the Dartford Crossing and M25 by the completion of the Queen Elizabeth II Bridge.
- (e) The spate of planning applications for regional shopping centres, including the approval of the proposal at Blue Water Park (Western Quarry, Stone, Dartford), some 4 miles from Gravesend Town Centre.
- (f) Pressures for residential redevelopment within Gravesham, often at high densities.
- (g) Changing Government policy - for example, the replacement for Planning Policy Guidance Note 3.
- (h) The introduction of the Single European Market in 1992.
- (i) The expiry of the two Enterprise Zones in Gravesham in 1993.
- (j) Changes to the Use Classes Order and the Advertisement Regulations.
- (k) Initiatives by SERPLAN* for the revival of the economy of the East Thames Corridor (of which Gravesham forms part).
- (l) The Secretary of State's regional strategic guidance for the South East, published as Planning Policy Guidance Note 9 and the review undertaken by SERPLAN*, including the document "A New Strategy for the South East" (RPC 1789) .

Footnote:

- * The London and South East Regional Planning Conference - a body representing the local authorities in the South East Region.

Looking Forward to the End of the Century

- 1.7 This document is prepared in the light of the Borough Council's Corporate Strategy, which includes a vision statement and a catalogue of the key issues. The vision statement gives a broad outline of what the Borough Council is seeking to achieve in the next few years. This Borough Plan includes those elements of the corporate plan which are appropriately carried forward under the Town and Country Planning legislation.
- 1.8 In essence, the key points of direct relevance for the planning service which the Borough Council is looking for are:-
- (a) An attractive physical environment.
 - (b) A sound and broadly based economy.
 - (c) A stable community enthused with a sense of civic pride.
 - (d) An improvement in infrastructure such as highways.
 - (e) An attractive and accessible riverside.
 - (f) A buoyant town centre.
 - (g) A series of balanced urban and rural communities, well housed and provided with a full range of education, recreation and other facilities.
 - (h) A secure and well maintained countryside.

Chapter 2

Planning Background

2. PLANNING BACKGROUND

Setting

- 2.1 The Plan Area consists of the Borough of Gravesham, which comprises the urban area of Gravesend and Northfleet and the parishes of Cobham, Higham, Luddesdown, Meopham and Shorne. The extent of the Plan area is shown on the Proposals Map.
- 2.2 Gravesham is situated on the south bank of the Thames, some 32km (20 miles) east of London and astride the A2, one of two main routes between the capital, the Channel Ports and the Channel Tunnel. The M25 London orbital motorway lies some 8km (5 miles) to the west.
- 2.3 Within Gravesham, the urban area of Gravesend and Northfleet forms part of the Thames-side urban area which extends westwards to Dartford. It includes extensive industrial and residential areas and an important shopping and service centre in Gravesend.
- 2.4 The countryside to the south of the A2 and to the east of Gravesend mainly forms part of the dip slope of the North Downs, rising from the riverside marshes in the North to the crest of the Downs in the south. Much of this countryside is of high agricultural, landscape or nature conservation value. Within the rural area there are a number of settlements, some of which grew significantly in the 1950's and 1960's, until the extension of the Metropolitan Green Belt.

Context

- 2.5 The Borough Plan Review is prepared in the wider context of policies set at national, regional and county level.

National Policy

- 2.6 The Secretary of State for the Environment is responsible for setting planning policies at a national level. This is normally done through Circulars and also by Planning Policy Guidance Notes (PPG's). Regard has been had to statements of Government policy and to published Circulars and guidance in preparing this Borough Plan Review. General matters of particular importance are:-
 - (a) Acceptance of the South East as vital to the national economy and the encouragement of private enterprise, particularly new technological and export-orientated industries and services.
 - (b) Encouragement of home ownership and new housebuilding by the private sector, with the provision of adequate supplies of land, balanced by a policy for urban renewal of inner urban areas.
 - (c) Completion of the motorway and trunk road network in Kent, particularly the M20 and the extra capacity on the M25. The possibility of a Lower Thames Crossing east of Dartford has also been mooted.
 - (d) Establishment of a fixed cross-Channel link, with private risk capital.
 - (e) Protection of good agricultural land to secure home food production but combined with a policy of taking surplus agricultural land out of production.
 - (f) Protection of areas of outstanding natural beauty.
 - (g) Protection of nature conservation and other such zones.
 - (h) Definition and protection of the Metropolitan Green Belt.

- (i) Provision of continuing supplies of mineral resources for the construction industry, while minimising the effects on the environment.
- 2.7 New legislation, Regulations and specific planning guidance from the Department of the Environment of particular relevance to this Borough Plan Review includes:-
- (a) Consolidation of the Planning Acts (Town and Country Planning Act [1990]) and Planning (Listed Buildings and Conservation Areas) Act [1990]).
 - (b) New General Development and Use Classes Orders (Town and Country Planning General Development Order [1988] and Town and Country Planning (Use Classes) Order [1987]).
 - (c) Introduction of Environmental Impact Assessment for large projects (EC Directive 85/337/EEC, Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 and Circular 15/88).
 - (d) Green Belts (Circulars 14/84 & 12/87, PPG2).
 - (e) Nature Conservation (Circular 27/87).
 - (f) Housing (PPG3).
 - (g) Industrial and Commercial Development and Small Firms (PPG4).
 - (h) Town Centre and Retail Developments (PPG6).
 - (i) The Countryside and the Rural Economy (PPG7).
 - (j) Telecommunications (PPG8).
 - (k) Regional Guidance for the South East (PPG9).
 - (l) Development Plans and Regional Planning Guidance (PPG12).
 - (m) Archaeology and Planning (PPG16).
 - (n) Sport and Recreation (PPG17).

Regional Guidance

- 2.8 The Secretary of State has issued statements on the strategic issues which affect London and the South East and advice is set out in PPG9. He has also issued guidance on the impact of the M25 on planning in the South East, in which he seeks to “redress the balance of attraction for development between the East and West of the Region”.
- 2.9 The Borough Plan Review also recognises the work of SERPLAN* and, in particular, its efforts to stimulate economic growth in the East Thames Corridor, of which Gravesham forms part. Following publication of consultation documents “Into the Next Century” (RPC1500) and “Shaping the South East Planning Strategy” (RPC1660), SERPLAN* published “A New Strategy for the South East” (RPC1789) in September 1990. The Borough Plan Review takes account of these statements, insofar as they are reflected in the requirements of the Approved Kent Structure Plan.

Footnote:

- * The London and South East Regional Planning Conference.

Kent Structure Plan

- 2.10 The Kent Structure Plan Second Review was submitted to the Secretary of State in December 1987 and was the subject of an Examination in Public in July 1988. The Secretary of State

published draft modifications in May 1989 and December 1989, and finally approved the modified document in May 1990.

- 2.11 The Borough Plan Review has been prepared against the background of the Approved Kent Structure Plan and the strategy set out therein. On the basis of this, the planning strategy for Kent can be summarised as:-
- (a) New investment and economic activity is encouraged and supported in Kent but the highest priority is now given to East Kent (rather than North Kent as previously), coupled with the continued role of Ashford as the county growth point.
 - (b) The provision of good quality land and sites is vital, particularly for industry, warehousing and offices.
 - (c) Housing development will continue to be provided for but influenced by economic prospects, market demand and environmental and infrastructure factors.
 - (d) The conservation of the countryside and the special heritage of town and villages is vital.
 - (e) The provision of infrastructure and services to bring land forward for development is essential.
- 2.12 In North Kent, of which Gravesham forms part, issues of the economy continue to be important. The local economy improved considerably during the second half of the 1980's but in common with other parts of the South East Region, it has suffered a setback because of the current recession. However, as the economic situation improves, steps should be taken to build on the improvements made in the late 1980's by the provision of new infrastructure, including the South Thames-side Development Route, and by realising the potential for economic expansion.
- 2.13 In Gravesham, the Approved Kent Structure Plan places its emphasis on new economic development through re-use of redundant and derelict sites and premises but with some fresh land release mainly related to the proposed South Thames-side Development Route. It also looks to housing development to meet requirements to the extent consistent with countryside and infrastructure constraints.

Other County-wide Planning Documents

- 2.14 Three other planning documents prepared by Kent County Council have policies relevant to the Borough Plan Review.
- The Kent Countryside Plan identifies the areas to which the countryside restraint policies of the Approved Kent Structure Plan will apply. Large areas of countryside in Gravesham are covered by these policies which are intended to give long term protection to good quality farmland, attractive landscapes and important wildlife habitats. The Plan was formally adopted on 19th May 1983. These areas are in the main reflected in the existing Borough Plan, with only minor local adjustments to boundaries. Kent County Council does not propose to review this Local Plan, as district wide local plans supersede it across the County. The County Council has prepared "The Kent Countryside Strategy", published in 1990.
- 2.15 The Kent Minerals Subject Plan: Construction Aggregates identifies "areas of search" for the extraction of aggregates and sites for their receipt and processing if imported from elsewhere. An "area of search" for sand and gravel is identified in the vicinity of Queen's Farm and East Court Farm, Shorne. No sites are identified for the wharves/depots in the Borough. This Plan was adopted in December 1993.

- 2.16 The Kent Minerals Subject Plan (Brickearth) identifies areas with potential for Brickearth workings. No such areas are located in Gravesham Borough. This Plan was formally adopted on 15th May 1986.
- 2.17 A number of other county-wide documents have some bearing on this Borough Plan Review and have been taken into account. All are produced by Kent County Council. They include:-
- (a) The Kent Transport Plan.
 - (b) The Transport Policies and Programme (the programme element is produced annually).
 - (c) The Kent Waste Disposal Plan.
 - (d) The Kent Countryside Strategy.
- 2.18 Although their policies do not constrain the preparation of the Borough Plan, the local plans of adjoining Local Authorities do contain policies and proposals of relevance. The local plans that cover areas adjoining Gravesham are the Borough of Dartford Local Plan, the Swanley Planning Area Local Plan (Sevenoaks District), the Malling Rural Area Local Plan and the Medway Gap and Vicinity Local Plan (both Tonbridge and Malling Borough), the Medway Towns Local Plan (Rochester-Upon-Medway City for the part affecting Gravesham) and the Thurrock Borough Local Plan.
- 2.19 The key matters that need to be taken into account are:-
- (i) Future of sites in the Ebbsfleet Valley and Botany Marsh adjoining those in the Borough of Dartford Local Plan.
 - (ii) Future provision of District General Hospital at Darenth Park, Dartford in the Borough of Dartford Local Plan.
 - (iii) Wainscott Northern Bypass as part of the Medway Towns Northern Relief Road (Medway Towns Local Plan).
 - (iv) Green Belt boundaries (all plans).

Main Issues in the Borough Plan

- 2.20 The planning strategy for Gravesham set out in the Approved Kent Structure Plan highlights three central problems which have to be tackled in the Borough Plan Review. These are:-
- (a) Continuing economic recovery.
 - (b) Meeting locally-generated housing requirements.
 - (c) Conservation and improvement of the countryside and the built environment.

In the early 1980's, Gravesham suffered from decline in its basic industries of cement, paper and engineering. This decline led to one of the highest levels of unemployment in the south-east and to a number of large sites awaiting development or redevelopment. In the late 1980's, the economy locally improved and unemployment fell, although it remains higher than the regional average and has subsequently been affected by the recession. The planning strategy seeks to meet locally generated employment and housing needs within the Borough. The scope for further development within the existing built-up area of Gravesend and Northfleet is limited. The release of "fresh land" not within the Green Belt, around the edge of the urban area, has therefore to be considered.

- 2.21 The original Borough of Gravesham Local Plan fixed the Green Belt boundary and Government advice is that it should not be subject to significant alteration, except in exceptional circumstances over a longer time span than the normal 10 year time horizon of a Local Plan. The Borough Plan has therefore to balance the need to provide sufficient land for development with a requirement to husband undeveloped land not in the Green Belt into the 21st Century. This is to protect the Green Belt and preserve important tracts of countryside. Prior claim on this land must rest with housing and employment development that is not capable of being accommodated elsewhere.
- 2.22 There are many pressures for changes in towns, villages and the countryside. The Borough Plan Review has to weigh all these against strategic and local planning policies to conserve the built environment and the countryside.

Objectives

- 2.23 A clear statement of objectives is necessary to link the individual policies and proposal of the Borough Plan Review with the overall planning strategy for Gravesham. The above consideration of a planning strategy for Gravesham, the main planning issues and the vision statement in Chapter 1 allow the objectives of the Borough Plan Review to be formulated.

The objectives of the Plan are set out below in no order of priority:-

- (a) To make adequate provision for housing to meet the needs of all sections of the community within the Borough.
- (b) To encourage and make land provision for the continuing regeneration of the economic base of the Borough and to improve job opportunities locally.
- (c) To promote Gravesend's role as a vigorous and pleasant town centre serving the whole of Gravesham and to maintain its position in the hierarchy of shopping centres in Kent.
- (d) To safeguard the Green Belt, having regard to its importance both regionally and locally.
- (e) To conserve, protect and enhance the countryside and built environment.
- (f) To make adequate provision for the recreation needs of the Borough and to develop its potential for tourism.
- (g) To promote the redevelopment of land before taking fresh land and to husband the release of undeveloped land within the urban area, in order to reduce pressures for development in the countryside.
- (h) To maintain a workable traffic network, making the best use of the existing network and improving it where necessary.
- (i) To maintain an adequate supply of publicly available parking facilities, particularly in Central Gravesend.
- (j) To safeguard and enhance the Riverside in its various roles as a unique feature of the Borough, together with the promotion of public access.
- (k) To safeguard the known requirements of statutory undertakers and other public bodies, insofar as they relate to the use of land.
- (l) To be financially realistic.

Chapter 3

Housing

3. HOUSING

The Situation as Surveyed

- 3.1 The present population of Gravesham Borough is 92,454 people (1991 Census). During the Plan period, the population is expected to decline but the number of households in the Borough is expected to increase significantly.
- 3.2 The Approved Kent Structure Plan indicates the numbers of dwellings required to meet the anticipated needs of the Borough in the period 1986 to 2001. An additional 3,000 dwellings are required in the Borough in the period mid 1986 to mid 2001, at the rate of 1,000 dwellings in each 5 year period. Some of this provision has already been made in the form of dwellings constructed since mid 1986 or commitments made by the grant of planning permission. Policies in the Approved Kent Structure Plan seek to restrain housing development on fresh land* in Gravesham, in order to protect the Metropolitan Green Belt and the countryside.

Footnote:

- * The term “fresh land” means land outside the confines of existing built-up areas which is over and above current permissions and allocations.
- 3.3 Over half the existing housing stock of the Borough has been built since 1945 but there are considerable numbers of older dwellings, particularly in the inner areas of Gravesend and Northfleet.
- 3.4 Housing development pressures are likely to continue to increase through the 1990's, with consequences for land and property values. At the same time however, due to changes in the way in which housing is financed, the Borough Council's role as a housing developer in its own right is in sharp decline. Increasingly therefore, the issues of access to and availability of housing for local people are in the hands of the private house builders and housing associations.

Changes since 1987

- 3.5 As indicated above, the period covered by the Approved Kent Structure Plan runs from mid 1986. A significant amount of the provision in that Plan had already been met, in the form of permissions given and dwellings already completed, at the time that this Borough Plan Review was prepared. At 30th June 1990 (ie. 4 years into the Approved Structure Plan period), the number of completions since mid 1986 amounted to 830 (net) and the existing net commitments stood at around 1,000 dwellings. An estimated potential for a further 130 dwellings existed on sites allocated in the existing Borough Plan, which had not yet been taken up.

The Borough Council's Approach

- 3.6 The objective is to make adequate provision for housing to meet the needs of the Borough. The main elements of the Borough Council's approach are:-
- (a) Safeguarding and improvement of the existing housing stock and its environment; encouraging its improvement and modernisation by use of Renovation Grants, including concerted action and environmental improvement in areas of particular need; making adequate provision for the control of air pollution and noise in housing areas.

- (b) Identification of development opportunities within the urban area, through infilling; development of land surplus to other requirements; and the conversion of existing buildings. These are subject to the townscape and conservation policies of this Borough Plan Review, the protection of open space and the protection of the existing character of residential areas.
 - (c) Identification of fresh land not within the Green Belt for housing development, if opportunities within the urban area are insufficient to meet anticipated needs.
- 3.7 The Borough Council supports the housing strategy of the Approved Kent Structure Plan and recognises that its requirements should be met within the Borough, so far as possible without compromising other policies of the Approved Kent Structure Plan.
- 3.8 Before considering the taking of fresh land for housing, the Borough Council has therefore examined the existing housing stock and the scope for further housing development within the urban area. Dwelling units each year are created in existing housing areas through conversion, infill and redevelopment on sites not specifically allocated in the Plan. This small sites contribution will be monitored and adjusted if necessary during the Plan period. The Borough Council wishes to encourage the improvement of the existing housing stock and the subdivision of larger older properties, in order to avoid the need for redevelopment at a later date and to reduce the pressures on fresh land. An important aspect of the Plan is to give confidence to existing householders and for this reason the Plan identifies existing housing areas and supports them with policies to protect the residential environment.
- 3.9 The Borough Council has also had regard to the provisions of Revised Planning Policy Guidance Note 3, published by the Department of the Environment in March 1992. This places a renewed emphasis on the re-use of suitable vacant land within urban areas for housing development to assist regeneration and to relieve pressures for development in the countryside; stresses the importance of local choice through the local plan in deciding how to meet the needs of new housing development; and emphasises that green spaces needed for recreation and amenity must be protected.
- 3.10 Current planning permissions and allocations for housing development exist on a large number of sites and some of these sites are shown on the Proposals Map. These permissions, together with a continuing supply of permissions through the development control system, will be sufficient to meet the requirements of the Approved Kent Structure Plan for the period to mid 1996. However, it is recognised that some fresh land will need to be identified for development in the period after mid 1996.
- 3.11 In identifying fresh land for additional housing, the Borough Council has taken care to ensure that sites are capable of development, that there is a spread of sites at a number of locations and that conflict with Approved Kent Structure Plan policies regarding Green Belt, agricultural land and other countryside conservation policies is kept to a minimum. In releasing such land, the Borough Council will be seeking to bring the land forward for development at a rate which will meet the requirements and phasing of the Approved Kent Structure Plan.

Policies and Proposals

General Housing Policy

Policy H0

~~The Borough Council will make provision for:-~~

- ~~(i) — Sufficient housing to meet the requirements of the Approved Kent Structure Plan and will restrain housing development on “fresh land”, in order to protect the Metropolitan Green Belt and the countryside.~~
- ~~(ii) — A range of house types including affordable housing, to meet the needs of all sections of the community.~~
- ~~(iii) — The improvement and modernisation of the existing housing stock and the local environment within which it is situated.~~

Policy to Protect Housing Areas

- 3.12 In the urban area, where the housing stock is sufficiently cohesive to warrant the term “housing area”, the Borough Council, in order to give confidence to householders, will protect the integrity of these areas by ensuring that their character remains predominantly residential and that any other uses allowed are compatible with that character.

~~Policy H1~~

~~In the “Housing Areas” indicated on the Proposals Map, the Borough Council will seek to consolidate and enhance the residential character and will resist the change of use of premises or new developments which would be detrimental to amenity. In this connection:~~

- ~~(i) — Proposals for community facilities which serve the Housing Area will be considered on their individual merits as regards this policy.~~
- ~~(ii) — Proposals for the introduction of small scale new businesses and the expansion of existing businesses in Housing Areas will be considered in the light of Government advice appertaining at the time. However, the integrity of the Housing Area will always be the paramount consideration.~~
- ~~(iii) — The widespread demolition of existing housing in Housing Areas will not normally be permitted but this will not be taken to exclude proposals which involve small scale redevelopment, where this would be acceptable and beneficial to the residential environment.~~
- ~~(iv) — Proposals for such redevelopment will be considered in relation to Policy H3.~~

Application of Residential Design Guidance

- 3.13 In addition to the Kent Design Guide, guidelines are produced by the Borough Council to assist applicants in the preparation of applications for residential development. The guidelines are applicable to new development and to the conversion of existing buildings. The Borough Council considers that they set out the minimum that should normally be expected in a dwelling in terms of amenity space, housing layout, room sizes and internal arrangement. Security has now become a very important issue and the layout of dwellings, gardens, common open spaces, roads and footpaths can help to reduce both the fear and risk of crime. A further consideration is the duty of the Borough Council to draw the attention of persons to whom planning permission is granted to certain provisions for the benefit of the disabled.

~~Policy H2~~

~~In considering proposals for residential development, whether for new development or for the conversion of existing buildings, the Borough Council will have regard to its adopted Residential Layout Guidelines, the Kent Design Guide, the importance of~~

~~*minimising the opportunities for crime and the special requirements of disabled people.*~~

The current Residential Layout Guidelines are available as supplementary planning guidance. Attention is drawn to Section 76 of the Town and Country Planning Act (1990) relating to access for the disabled and to the document “Secured by Design” published by the Home Office. Further details are also available as supplementary planning guidance.

Character of Housing Areas

- 3.14 In recent years, there has been considerable pressure for redevelopment of sites, particularly within the urban area, involving the demolition of one or more existing dwellings or other buildings and their replacement, often at densities well in excess of what previously existed.
- 3.15 The Borough Council recognises that, particularly in a Local Authority constrained by Green Belt policy, this can be a valuable source of additional dwellings which can help reduce the pressures for the release of fresh land outside the urban area. This process can also make available small modern units of accommodation, in place of large and outmoded premises. However, individually or collectively, such developments can also dramatically change the character of an area and not necessarily for the better. Redevelopment may be out of scale with existing buildings, increase traffic and car parking and remove important landscape features or open spaces.
- 3.16 To provide guidance for the future, “Statements of Housing Types and Area Character” in Appendix 1 indicate the main features which the Borough Council will seek to protect.

~~***Policy H3***~~

~~*In respect of proposals for infill, rear garden or backland development and also for the redevelopment of sites within housing areas, while all proposals will be considered on their merits, the Borough Council will have regard to the Statements of Housing Types and Area Character and to the Residential Layout Guidelines and will seek to protect the essential character of that area.*~~

Current Residential Layout Guidelines are published as supplementary planning guidance. Where the proposals affect a listed building or a conservation area, the townscape policies set out in Chapter 6 will be of paramount importance. In villages, the “Statements of Parish and Village Character” set out in Appendix 2 will apply.

Improvement of the Housing Stock

- 3.17 The Borough Council will encourage proposals which contribute towards an improvement in residential amenity, a cut in the requirement for future major investment in housing renewal and a reduction in the demands for new housing on fresh land outside the urban area.

~~***Policy H4***~~

~~*Proposals which will result in the improvement and maintenance of the existing housing stock will be acceptable in principle, particularly in the older established housing areas.*~~

In support of this policy, the Borough Council will seek to encourage and facilitate the improvement of unsatisfactory housing, where possible by the making of renovation grants.

Increasing the Housing Stock by the Conversion of Existing Buildings

- 3.18 The Borough Council is aware of the need to make provision for the more flexible use of the present housing stock, first to accommodate the growing numbers of smaller households and secondly to provide low cost housing, whether for sale or rent, for less permanent residents. There is also a growing demand to make provision for hostels and community homes in residential areas, in response to “Care in the Community” initiatives. Nevertheless, regard must be paid to the character and amenity of existing housing areas where single family occupancy is the norm and where traffic and other environmental considerations make intensive forms of occupancy unacceptable.
- 3.19 In general terms, it will be assumed that buildings of not more than 2 storeys and not more than 6 habitable rooms would be suitable for continued family occupation. Instead, the proper adaptation of larger houses will be targeted at those areas closest to the town centre which are unattractive to families and where environmental improvements can be achieved as part of the development package.
- 3.20 This approach may bring with it a conflict with parking requirements. Many larger houses have no car parking provision available on site and more intensive occupancy can, (depending on the nature of the occupancy), add to on-street congestion, to the detriment of the free flow of traffic. Where compliance with the Vehicle Parking Standards can be achieved, it will be required. Otherwise, a balance will need to be struck between the intensity of occupancy proposed and the likely level of parking to be generated. This will require each individual proposal to be carefully assessed on its own merits.

Policy H5

In considering proposals for the conversion of existing properties to provide flats, maisonettes, bedsitters, hostels, homes and other forms of multiple occupancy, the Borough Council will have regard to the following criteria:-

- (i) The building shall be in an appropriate area for conversion to flats, maisonettes, bedsitters and multiple occupancy. Unless there are special or overriding circumstances, conversions will not normally be permitted in an area comprised for the most part of single family dwellings. Conversely, conversions will not normally be permitted in areas which are environmentally unsuitable for young families and which already demonstrate a predominance of multiple occupation.***
- (ii) The building shall be of such a size and arrangement as to be generally unsuitable for single family occupation.***
- (iii) The proposal shall have regard to the Borough Council’s Residential Layout Guidelines, as set out in supplementary planning guidance.***
- (iv) The adopted Vehicle Parking Standards must be achieved wherever feasible.***

Provision to Meet Special Housing Needs

- 3.21 It is not sufficient merely to identify sufficient land for housing development. The land identified must be capable of producing a variety of housing to meet different requirements. To some extent, this can be done by identifying sites of different sizes and in different locations and this has been done. But particular encouragement may be needed to produce housing which is accessible to those on low incomes or who have special requirements or for whom other provision is not readily available. Several housing sites listed in Proposals PH1 and PH2 could provide accommodation designed to meet these needs.

Policy H6

The Borough Council will in principle support proposals in appropriate locations by Housing Associations, the private sector and other organisations which incorporate:-

- ~~(i) A proportion of dwellings which will be suitable for and affordable by those on low incomes, whether for rent or for purchase. In particular, when considering schemes for development on larger sites (in excess of one acre), the Borough Council will encourage developers to incorporate such proposals wherever possible.~~
- ~~(ii) Provision for meeting special housing needs for those who by reason of age, infirmity or disability have special requirements for location and dwelling design. The Borough Council is especially keen to encourage such developments in Central Gravesend, the Perry Street area of Northfleet and in the rural area, particularly Meopham and Higham.~~
- (iii) With regard to proposals for residential hostels and homes, whether by new build or by conversion, the Borough Council will take particular care to ensure that these do not cluster together and harm the overall character of the area.

New Land for Housing

- 3.22 Some new land for housing will also be required. In accordance with the Approved Kent Structure Plan, this is set out as sites suitable for development in the period to mid 1996 and sites which it is intended to bring forward in the period mid 1996 to mid 2001. Reference is made in Policy LT6 to the requirements for open space in relation to such developments.

~~**Proposal PH1**~~

~~Sites for new housing* suitable for development in the periods mid 1991 – mid 1996 are indicated on the Proposals Map at:-~~

~~**Footnote:**~~

~~* Excludes sites already developed post Mid 1986. Small sites of less than 0.2 hectares (0.5 acres) or less than 5 dwellings are not separately identified on the Proposals Map, but their estimated overall contribution is given in the table.~~

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Saved and Deleted Policies Version from September 2014

Location	Area (Gross)		Open Space		Special Housing	No. of dwellings	
	Ha	Acre	Ha	Acre			
Cannon Walk, Gravesend	1.17	2.9	0.32	0.8	s	30	+++
Commercial Wharf, Gravesend	0.45	1.1				83	+
Constable Road, Northfleet	0.60	1.5				7	++
Adj 76 Darnley Road, Gravesend	0.23	0.6				6	++
Dashwood Nursery, Northfleet	0.49	1.2				12	++
Denton Retreat, Gravesend	0.31	0.8				8	++
Horn Yard, Gravesend (part)	0.50	1.3				57	+
Landseer Avenue, Northfleet	2.47	6.1				59	+
Lennox Road, Gravesend	0.24	0.6				6	++
Trinity Road, Gravesend	1.15	2.9				87	+
The Old Sea School Site, Gravesend	0.25	0.6	0.40	1.0	s	24	+
Springhead Road, Northfleet	2.40	6.0				60	++
Third Avenue, Northfleet	2.30	5.6				46	++
37 Waterton Avenue, Gravesend	0.37	0.9				8	+++
Westcourt School, Gravesend	1.40	3.5				25	++
Wrotham Road CP School, Gravesend	0.60	1.5				30	+++
					Total	558	
Estimated Contribution from Small Sites						250	
Total Provision						808	

Footnotes:

~~+++ Figure based on approved planning applications.~~

~~++ Figure based on guide estimate of 10 dwellings per acre. This figure is not to be read as the Borough Council's recommended density for the site as this will depend on specific characteristics of the site, its locality and the application of planning policy and design standards.~~

~~+++ Figure based on sketch schemes or includes special housing.~~

~~Special Housing(s) – This is intended to identify sites which appear to have particular scope for meeting the special housing needs of those who by reason of age, infirmity and disability have special requirements for location and dwelling design.~~

~~**Proposal PH2**~~

~~**Sites for new housing* suitable for development in the period mid 1996 – mid 2001 are indicated on the Proposals Map at:-**~~

Location	Area (Gross)		Open Space		Special Housing	No. of dwellings	
	Ha	Acres	Ha	Acres			
West of Wrotham Road, Gravesend	11.00	28.0				280	++
North East Gravesend	16.00	40.0				165	++++
Milton Barracks, Area 2, Gravesend	0.60	1.5			s	30	+++
					Total	475	
Estimated Contribution from Small Sites						250	
Total Provision						725	

~~**In order that development shall be properly programmed, the Borough Council will have regard to the progress made on sites contained within Proposal PH1, during the period to mid 1996, the requirements of PPG3 Housing (1992) or other such Government advice appertaining at the time and the amount of time likely to be necessary to bring the land forward for development. The Borough Council may defer the granting of permission for the development of the sites referred to in PH2, if in the light of monitoring the take up and supply of the smaller urban sites, they contribute to a rate of housing development above the Plan requirements set out in the Approved Kent Structure Plan.**~~

~~Two of the sites for housing identified in proposal PH2 form part of larger areas which require comprehensive planning and are discussed in more detail in Chapter 15 (Proposals PM8 and PM9).~~

~~**Footnotes:**~~

~~* Excludes sites already developed post mid 1986. Small sites of less than 0.2 hectares (0.5 acres) or less than 5 dwellings are not separately identified on the Proposals Map, but their estimated overall contribution is given in the table.~~

~~++ Figure based on guide estimate of 10 dwellings per acre. This figure is not to be read as the Borough Council's recommended density for the site as this will depend on specific characteristics of the site, its locality and the application of planning policy and design standards.~~

~~+++ Figure based on sketch schemes or includes special housing.~~

~~++++ Figure based on current KCC estimate which takes into account infrastructure constraints.~~

~~Special Housing(s) This is intended to identify sites which appear to have particular scope for meeting the special housing needs of those who by reason of age, infirmity and disability have special requirements for location and dwelling design.~~

Chapter 4

Employment

4. EMPLOYMENT

The Situation as Surveyed

- 4.1 There have been major structural changes in the local economy in recent years. Traditionally, Gravesham has relied on the cement, paper and engineering industries for a large proportion of its employment but during the 1960's and 1970's the paper industry in particular declined, shedding over 4,000 jobs. During this period there was an increase of jobs in the service sector* but this was insufficient to counteract the decline in manufacturing. In the early 1980's, the national economic recession badly affected Gravesham and the unemployment rate rose sharply. Job losses accelerated in the manufacturing sector and the previously buoyant service sector also declined. In the late 1980's, the situation improved and from 1987 onwards there was a steady fall in unemployment until the current recession. There has also been a marked increase in development for employment uses, particularly in the two Enterprise Zones in the Borough, which were designated in October 1983.

Footnote

- * The service sector includes employment in offices, shops and non-office services. Non-office services is a diverse category including betting shops, take-away food shops, restaurants, hotels, public houses, hairdressers, amusement arcades, petrol filling stations, doctors' and dentists' surgeries and educational facilities.

- 4.2 The two Enterprise Zones in the Borough have been successful. This success has to an extent been through the Borough Council's own efforts as the major landowner of one of the zones and by the operation of a planning agreement in relation to the other zone. A significant convenience shopping and retail warehousing element has been the catalyst for the redevelopment of the Imperial Business Estate Enterprise Zone.
- 4.3 The Approved Kent Structure Plan indicates that 15 hectares of land will be required for industry and warehousing in Gravesham in each of the periods mid 1986-mid 1991, mid 1991-mid 1996 and mid 1996-mid 2001. The Approved Structure Plan also indicates a requirement for 10,000 sq. metres of office floorspace in each of these periods.
- 4.4 Changes to the Use Classes Order in 1987 reflected new types of employment in place of the old divisions into industry, warehousing and offices, which were the basis for land allocation in the existing Borough Plan. New classes were introduced, including Class A2 (financial and professional services), B1 (a new business class, including offices (other than A2)), research and development, and industrial (but with an amenity test), B2 to B7 (various forms of general and special industrial uses) and B8 (warehousing). However, the quantities in the Approved Kent Structure Plan are still based on the old use classes and this makes it difficult to allocate land in the Borough Plan Review, in accordance with the Approved Kent Structure Plan and the new Use Classes Order. In October 1989, the County Planning Officer produced a paper assessing the problems which arise from this situation.
- 4.5 In issuing proposed modifications to the Approved Kent Structure Plan, the Secretary of State has invited the County Council to produce new figures for Business Uses, should it consider them necessary, in an early alteration. At the time of preparing this Borough Plan Review this has not been done.

The Borough Council's Approach

- 4.6 The Borough Council's objective is to continue the regeneration and diversification of the economic base of the Borough and to improve job opportunities. To this end, the Borough

Council has prepared an Economic Development Strategy and will promote the role of the Borough as a provider of employment to the fullest extent compatible with the policies of the Approved Kent Structure Plan. The role of the Borough Plan Review is to provide the planning context. The main elements in this approach are:-

- (a) Qualitative improvements to existing employment areas.
 - (b) Identification of a range of additional sites and premises for all types of industrial and commercial development.
 - (c) Provision of adequate infrastructure and services to make sites available and attractive for development.
 - (d) Promotion of the locational and other advantages of the area, in order to attract employment.
- 4.7 The possibility of Simplified Planning Zones has been considered but no suitable areas in the Borough appear to offer themselves.
- 4.8 The approach taken in the Borough Plan Review is:-
- (a) Recognise the Enterprise Zones as employment zones. The Enterprise Zone regime and benefits will expire during the Plan period and policies need to reflect this. It is not anticipated that further Enterprise Zones will be created by the Government in the Borough.
 - (b) Protect and improve existing industrial areas, as substantially areas appropriate for Use Classes B2 to B8.
 - (c) Allocate new land for employment on the basis of sites more likely to be suitable for Classes B2 or B8 and sites more suitable for Class B1.
 - (d) In appropriate cases, the Borough Council will prepare more detailed guidance in the form of development briefs and will seek planning agreements to ensure proper control.

Policies and Proposals

General Employment Policy

Policy E0

The Borough Council will make provision for:-

- (i) — A range of industrial and commercial development, taking into account the guidelines set out in the Approved Kent Structure Plan.***
- (ii) — The improvement and modernisation of existing employment areas.***
- (iii) — An increase in the quantity of job opportunities within the Borough.***

Existing Industrial Areas

- 4.9 It is important to give confidence to existing employers by assuring them that they are in an existing industrial area, where the needs of employment will take priority over other planning considerations. For this reason, the existing industrial areas are identified on the Proposals Map.

~~**Policy E1**~~

~~*In the existing industrial areas shown on the Proposals Map, the Borough Council will give priority to the need for employment. In these areas, proposals which will generate additional employment of all types, whether industrial or not, will normally be permitted except where such proposals would be in conflict with Policy S1. All proposals will be expected to take into account the requirements relating to design, environmental protection and parking set out elsewhere in this Written Statement.*~~

Improvement of Industrial Areas

- 4.10 Some of the older industrial areas of the Borough are in need of environmental and other improvements to make them more attractive and efficient. Whilst the Borough Council does not have power to formally declare Industrial Improvement Areas made under the Inner Urban Areas Act 1980, there may be positive steps which can be taken in co-operation with the private sector without a formal declaration.

~~**Policy E2**~~

~~*The Borough Council will survey its industrial areas to determine if any have scope for improvement and will, as funds allow, carry out such improvement in co-operation with the private sector.*~~

Additional Land for Employment

- 4.11 Additional land needs to be allocated, in accordance with the Approved Kent Structure Plan, for employment use. Following the approach outlined above, these land allocations are split between B2 or B8 uses (PE1) and B1 (PE2).

~~**Proposal PE1**~~

~~*The following sites are shown for employment use on the Proposals Map but are likely to be most suitable for development falling within Class B2 (General Industrial Use) or Class B8 (Warehousing).*~~

~~**Sites for development starting in the period up to mid 1996**~~

~~*East of Canal Road, Denton**
(1.33 hectares) (3.3 acres)~~

~~*Denton Wharf, Mark Lane, Denton**
(4.0 hectares) (10.0 acres)~~

~~*Lennox Road Pit, Northfleet*
(4.4 hectares) (10.8 acres)~~

~~*East of KSB Engineering, Wharf Road, Denton**
(0.5 hectares) (1.2 acres)~~

~~*North of Comma Oil (See PM9)**
(1.7 hectares) (4.2 acres)~~

~~**Sites for development starting in the period mid 1996 to mid 2001**~~

~~*Northfleet Power Station, Northfleet (See PM12)*
(13.5 hectares) (33.3 acres)~~

~~North East Gravesend (See PM9)*~~

~~(6.0 hectares) (15.0 acres)~~

~~Footnote:~~

~~* Sites with access difficulties which may need to be resolved.~~

~~Proposal PE2~~

~~The following sites are shown for employment use falling within Class B1 (Business Use). For environmental or amenity reasons these sites are not considered suitable for general or special industrial use or for warehousing.~~

~~The Borough Council will seek to achieve qualitative improvements in employment areas in terms of appropriate siting, design, layout and landscaping. Before granting permission for B1 use, the Borough Council will seek further information as to the likely occupiers and activities and may, where appropriate, seek planning agreements to regulate the use, in relation to vehicle parking standards and other matters.~~

~~Sites for development starting in the period up to mid 1996~~

~~Grove Road, Northfleet
(0.80 hectares) (2.0 acres)~~

~~Horn Yard/Bull Yard, Gravesend (See PM1)+
(1.1 hectares) (2.8 acres)~~

~~Vale Road and Springhead Road, Northfleet (See PM10)
(2.6 hectares) (6.5 acres)~~

~~Land West of Wrotham Road, Northfleet (See PM8)
(2.6 hectares) (6.4 acres)~~

~~Wingfield Bank Farm, Northfleet
(0.9 hectares) (2.3 acres)~~

~~1-5 Wrotham Road, Gravesend+
(0.2 hectares) (0.42 acres)~~

~~Canal Road/Norfolk Road, Denton
(0.39 hectares) (0.9 acres)~~

~~Sites for development starting in the period mid 1996 to mid 2001~~

~~Barrack Row, Gravesend (See PM3)
(0.36 hectares) (0.89 acres)~~

~~East of Canal Basin, Gravesend (See PM11)
(3.9 hectares) (9.7 acres)~~

~~Parroek Street and Lord Street, Gravesend (See PM4)+
(2.5 hectares) (6.2 acres)~~

~~Dover Road Pit, Northfleet Power Station (See PM12)
(4.45 hectares) (11.0 acres)~~

~~Stonebridge Road, Northfleet
(2.3 hectares) (5.8 acres)~~

Footnotes:

- * ~~Sites with access difficulties~~
- ~~+ Town Centre sites appropriate for traditional office uses.~~

There may be scope for the earlier development of the Stonebridge Road site dependent upon the future of the Gravesend and Northfleet Club at this ground.

Non-conforming Users

- 4.12 A considerable number of firms in the Borough operate from premises which lie outside the areas indicated on the Proposals Map for industry or other forms of employment. Most of these are located in the older parts of the urban area and in Central Gravesend. The majority operate without causing amenity problems for surrounding areas. The Borough Council is anxious to give existing firms confidence in the future, which will encourage investment and the safeguarding and creation of jobs. The Borough Council recognises that existing premises which are non-conforming will continue to have a role in the provision of small, low cost, premises which could be particularly suitable for new firms during the early years of their activity. At the same time, in a limited number of cases, problems are caused for the surrounding area by a firm's activities and, in these cases, the Borough Council may need to take action to remedy the problem.

~~Policy E3~~

~~Existing long established non-conforming users will generally be allowed to remain. In those cases where they are causing significant amenity problems on their present sites, the Borough Council will, in the first instance, use every endeavour to encourage the firm to operate in a manner which reduces the amenity problems. If this cannot be achieved, the firm will be encouraged to relocate to more suitable premises. In the most difficult cases, the Borough Council may take action even where this might precipitate closure of the firm.~~

Policy for Main Car Dealerships

- 4.13 Main car dealerships provide important services and employment in the Borough. However, these uses often have difficulty in finding suitable sites which have good access and are well related to the main road network in the urban area. Accordingly, sites have been identified where this activity is suitable within a range of possible uses for each site.

~~Policy E4~~

~~The Borough Council will have no objection in principle to the location or relocation of main car dealerships at the sites listed below and indicated on the Proposals Map.~~

~~Thames Way (west of Vale Road), Northfleet (See PM10)~~

~~Vale Road, Northfleet.~~

~~Imperial Business Estate, Thames Way, Northfleet (See PM6)~~

~~Dover Road Pit, Northfleet Power Station (See PM12)~~

Policy for Change of Use to Offices

- 4.14 A policy of allowing change of use of buildings to offices can assist with maintaining and improving the buildings themselves and the surrounding townscape. However, it is important that only suitable areas are chosen. The intrusion of offices into residential areas would tend

to be detrimental to residential amenity and some types of offices in shopping areas tend to produce dead frontages.

- 4.15 The Use Classes Order now clearly distinguishes offices falling into classes A2 and B1.

Policy E5

In certain areas as indicated on the Proposals Map, the change of use of existing buildings to office uses will normally be permitted where it can be demonstrated that this would assist in maintaining the fabric of buildings and the townscape quality. The areas where this policy will apply are:-

Stone Street (part)
Wrotham Road (part)
Windmill Street (part)
Parrock Street (part)
Milton Road (part)
The Grove (part)
Harmer Street (part)

In the case of offices within B1, the Borough Council will seek agreements to restrict the use to offices.

In addition some parts of Central Gravesend referred to in the Area Policies (Chapter 16) also offer scope for change of use to offices. These are:-

Parrock Street	AP2
Overcliffe	AP5
Windmill Street	AP6
Milton Road	AP7
Harmer Street	AP10
Pelham Road	AP11

Office Requiring a “Shop Window” Frontage

- 4.16 See Policy S4.

Non-office Services

- 4.17 This category of trades includes, for example, betting shops, take-away hot food shops, restaurants, hotels, public houses, hairdressers, amusement arcades, petrol filling stations, doctors’ and dentists’ surgeries and educational facilities. Because the category is so diverse, it is not possible to devise a policy which would be suitable for all non-office services but the Borough Council recognises their importance in the life of the community and as providers of employment. The following subdivisions will be used in considering proposals for non-office services:-

- (a) Those appropriate in residential areas - for example, doctors’ surgeries. In these cases, applications will be considered in the light of the policies for housing areas, transport and vehicle parking standards.
- (b) Those requiring a shop window frontage - for example, hairdressers, take-away food shops. In these cases applications will be considered in the light of the policies for shopping frontages in Gravesend Town Centre, policies for local centres and the Area Policies in Chapter 16.

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- (c) Educational facilities - Kent County Council requirements during the Plan period are considered separately in Chapter 17. Applications for private educational facilities will be considered on their merits, having regard to the policies of this Plan.
- (d) Other non-office services may be more difficult to locate satisfactorily - for example, petrol filling stations. Each will be considered on its merits, having regard to the policies of this Plan.

Chapter 5

Shopping

5. SHOPPING

The Situation as Surveyed

- 5.1 Gravesend is the fifth largest shopping centre in Kent, in terms of both floorspace and turnover of trade. It competes for trade with a number of other shopping centres in north and west Kent. In recent years, shopping development in Gravesend has mainly centred around the New Road area, whilst the northern and eastern parts of the town centre have tended to decline. A new shopping development - the St George's Centre - was constructed during the early 1980's on a site to the north of New Road and west of High Street. There has been no significant conventional durable retail development since that date in the traditional town centre itself, although new retail warehouse floorspace and a superstore have been constructed adjacent to it, at the Imperial Business Estate.
- 5.2 Gravesham also has about 30 local centres. These perform a vital role serving day-to-day shopping needs.

Changes since 1987

- 5.3 A number of significant matters have changed since the preparation of the existing Borough Plan. These can be divided between national retail trends and matters directly affecting shopping in Gravesham. At the national scale:-
- (a) Retail expenditure in real terms on convenience (food) goods has grown only slowly.
 - (b) Retail expenditure in real terms on comparison (non food) goods has been growing at rates of over 4% a year, implying a significant demand for new floorspace.
 - (c) The pressures for out of town retailing have continued, being expressed as demand for superstores, retail warehouses and major regional shopping centres.
 - (d) In town centres there has been a noticeable trend towards speciality shopping (small centres of specialist shops generally not occupied by the major national retailers).
 - (e) Existing floorspace is being used with greater efficiency by retailers, thereby reducing the scale of demand for new floorspace.
 - (f) Many existing shopping centres have been extensively refurbished and updated.
 - (g) New Central Government policy guidance has been issued about retailing, in the form of Revised Planning Policy Guidance Note 6.
- At a more local scale:-
- (h) The refinement to the Approved Kent Structure Plan retail policies to take account of current trends.
 - (i) Neighbouring towns have continued to strengthen their retailing positions, with new durable town centre floorspace and retail warehouse developments.
 - (j) The Secretary of State for the Environment announced in May 1990 that he had granted permission for a 1.5 million square foot regional shopping centre at Blue Water Park, Dartford, some 4 miles from Gravesend Town Centre. Gravesham Borough Council had opposed this development.
 - (k) In October 1990 a 1.3 million square foot regional shopping centre opened at Lakeside, Thurrock, Essex (adjacent to the Dartford Crossing approach).
 - (l) The shopping studies referred to in the existing Borough Plan concluded that there was, at the time, limited scope for retail warehousing developments in the Borough.

- (m) A number of sites allocated for retail warehousing in the Borough Plan have come forward for other forms of development.
- (n) Planning permission has been given for retail warehousing units at Imperial Business Estate, and on the adjoining site at Stuart Road.
- (o) The Imperial Business Estate adjacent to the town centre has also seen the development of an ASDA superstore (convenience and durable goods).
- (p) There has been some pressure for out-of-town/edge-of-town convenience superstores, resulting in the development of Sainsburys at Wingfield Bank Farm, Northfleet and Safeways at Coldharbour Road, Northfleet.
- (q) the Anglesea Centre has been extensively refurbished and the former Co-op store in New Road subdivided and occupied, though not all for retail uses.

Structure Plan Policies

- 5.4 The Approved Kent Structure Plan adopts the approach of supporting existing shopping centres in Kent, while recognising the pressures for out of town retailing and that this form of development may be appropriate in some circumstances. A number of criteria are provided against which to judge proposals on sites outside existing centres for large food stores (superstores and supermarkets) and retail warehouses for the bulky goods trades. Any such sites should:-
- (a) Be accessible to car-borne shoppers and those using public transport.
 - (b) Be well related to the primary road network.
 - (c) Be preferably within existing urban confines.
 - (d) Be able to secure reclamation of derelict or despoiled land if appropriate.
 - (e) Have no serious implications for the supply of land for other uses, particularly housing and industrial land.
 - (f) Have no conflict with Countryside policies or the Green Belt.
 - (g) Be able to make a positive contribution by relieving congestion, environmental impact or other problems in or on the margins of existing centres.
 - (h) Not affect the vitality and viability of existing retail centres.
 - (i) In the case of retail warehouses, where sufficient demand exists, take account of the Approved Kent Structure Plan preference for the provision in Local Plans of retail warehouse parks (rather than isolated individual stores).

The Borough Council's Approach

- 5.5 The Borough Council's central objective is to promote Gravesend's role as a vigorous and pleasant town centre serving the whole of Gravesham and to maintain its position in the hierarchy of shopping centres in Kent. This objective will be the more difficult to achieve if Blue Water Park is constructed. The main elements in this approach are:-
- (a) Consolidation of the existing town centre, diversification of the range of choice it offers, environmental improvements to it and the maintenance of adequate parking provision.
 - (b) Resistance to shopping proposals which would be likely to undermine the position of the town centre.
 - (c) Accommodation of proposals for retail warehousing in the bulky goods trades on the Imperial Business Estate, to complement the town centre.

(d) Maintaining the role of local shopping centres.

- 5.6 In putting forward this objective, the Borough Council is supporting the policies of the Approved Kent Structure Plan, which seek to maintain the hierarchy of shopping centres in Kent. It has not been possible for the Planning Authorities to arrive at a view on the scale of future floorspace provision in Gravesham, due to the uncertainties engendered by Blue Water Park. Whilst this would operate at the sub-regional level in the shopping hierarchy, which Gravesend does not, its physical proximity will have a serious impact on the town centre. It is therefore appropriate to take a cautious view of the scope for new retail floorspace, in both the town centre and elsewhere.
- 5.7 This is particularly important for a town surrounded by the Green Belt. Undeveloped urban land not in the Green Belt needs to be husbanded for residential and employment land uses, which the Borough Council regard as having prior claim upon it. Gravesend Town Centre performs complementary roles for convenience and comparison goods shopping, unlike for example the proposal at Blue Water Park, which is overwhelmingly non-food goods dominated.
- 5.8 In the absence of a specific study, the general trend in convenience goods expenditure noted above, combined with the declining population suggests that there is no scope for additional convenience floorspace. Any large-scale new provision would therefore be at the expense of existing units, although there is one town centre site that could accommodate a relocation (see Proposal PM4). For the comparison goods sector, the scope for additional floorspace is constrained by the risk of exacerbating the potential impact of Blue Water Park. There is however, some scope for limited redevelopment and more specifically in the retail warehousing sector where there is proven demand.
- 5.9 In the light of Town Centre pedestrianisation, a review of the road network, car parking and retailing will be carried out. Of particular importance is the environmental quality of the Town Centre which is of key importance in maintaining Gravesend as a vibrant and competitive shopping centre. The Borough Council has launched the Town Centre Initiative to tackle this and other matters which affect the image and operation of the Town Centre.

Policies

General Policies for Shopping

- 5.10 The development of major new out-of-town shopping centres, such as a new superstore or retail warehouses, which would undermine the vitality of Gravesend Town Centre would be contrary to the thrust of National Guidance and Structure Plan Policy. The criteria set out in paragraph 5.4 provides a set of tests for judging any sites that came forward, when taken in the context of the policies and proposals set out in the Borough Plan Review.
- 5.11 Within Gravesend Town Centre itself, there is some scope for small-scale redevelopment, compatible with townscape and conservation objectives. A number of areas would be particularly suitable for conversion and/ or small scale redevelopment for speciality shopping and similar functions, where there is a quantity of relatively underused backland.
- 5.12 Provision for car-borne shoppers has already been made at the Imperial Business Estate with a superstore and some retail warehousing and additional retail warehousing will be encouraged on part of the remainder of the site, to enable it to perform a retail park function. This site, being adjacent to the Town Centre complements its functions and they provide mutual support for each other. Gravesend is unusually able to offer the two in juxtaposition

and the Imperial Business Estate can now be regarded as an extension to the town centre in retail terms. This approach conforms with the multi-unit retail warehouse park policy outlined in Approved Kent Structure Plan Policy RD3.

- 5.13 The other policies that relate to shopping centres concerning townscape and conservation (chapter 6), transport (chapter 12) and parking (chapter 13), as well as the major proposals (chapter 15) and the area policies (chapter 16), form an integral part of the overall approach.

Policy S0

~~The Borough Council will not normally permit new retail development outside established centres, unless such proposals can be justified as an exception when considered against the criteria set out in the Approved Kent Structure Plan (see paragraph 5.4 of the Borough Plan Review). Emphasis will be placed on the need to husband the long term undeveloped urban land supply in the Borough without infringing the Green Belt (See Policy C0).~~

Location of New Shopping Development

- 5.14 The policies set out the preferred locations for new shopping development. The scale and location of new floorspace provision will be further revised in the light of future studies.

Policy S1

~~The Borough Council will actively support, enhance and expand the primary shopping role of Gravesend Town Centre, within the hierarchy of Kent shopping centres, in support of policies in the Approved Kent Structure Plan. In the case of retail warehousing preference will be given to the development of a retail warehouse park at the Imperial Business Estate (See Proposal PM6).~~

Policy S2

~~The Borough Council will not normally permit the change of use of buildings to shopping or the provision of new shopping, outside the areas indicated on the Proposals Map as "Town Centre Shopping Area" and "Local Centres", except for:-~~

- ~~(i) the specific proposals set out in this Plan.~~
- ~~(ii) cases of minor extensions to existing shops.~~
- ~~(iii) minor proposals for change of use which would be in accordance with the area policies set out in this Written Statement.~~

The specific proposals referred to in Policy S2 are:-

PM4	Parrock Street and Lord Street
PM6	Imperial Business Estate
PM8	Land West of Wrotham Road
PM14	Land at Wingfield Bank

The Area Policies referred to are:-

AP2	Parrock Street
AP6	Windmill Street
AP7	Milton Road
AP8	Western end of New Road
AP9	Manor Road rea
AP10	Harmer Street

AP12 Stuart Road
AP20 West of Stuart Road (southern end)

Policies for Gravesend Town Centre

Policy for Maintenance of Shopping Frontages

- 5.15 In order to avoid any deterioration in the quality of the shopping centre, it is important to control other uses which might have the effect of weakening the shopping frontage in the main retailing streets.

Policy S3

In those shopping street frontages indicated on the Proposals Map, the Borough Council will generally resist changes of use to alternatives other than shopping (within Use Class A1) at ground floor level or the principal trading level.

Policy for Non-shopping Uses in the Shopping Areas

- 5.16 Clearly there are some streets, which whilst still lying within the prime shopping area of the town are a little less significant in shopping terms than the S3 policy area. The Borough Council also recognises that some non-shopping uses require a location within the town centre shopping area. These uses include a range of offices and non-office services which require a “shop window” as part of their normal activities. A limited number of such uses in a shopping streets can increase the variety of services provided but a preponderance of them can lead to dead frontages and depress what shopping remains. The Borough Council’s policies seek to maintain variety in those streets where this can be justified, whilst resisting such uses in the main shopping streets through the operation of Policy S3.

Policy S4

In those shopping street frontages indicated on the Proposals Map, the Borough Council will allow changes of use to uses which are appropriate to the Town Centre Shopping Area and which require a shop window frontage, including uses falling within Use Class A2, provided that the total number of buildings in such uses in each particular length of street is not excessive.

Policy for Upper Floors in Shopping Streets

- 5.17 It is important to make the maximum use of buildings, if a good state of maintenance is to be assured to avoid the situation frequently found in shopping areas, where only the ground floor is being used effectively and the upper floors are allowed to deteriorate. Blanket allocations of land as “shopping” may take no account of the fact that upper floors may be of little use for this purpose. In order to encourage the use of upper floors, the policy accordingly adopts a flexible attitude.

Policy S5

~~*Within the Town Centre Shopping Area, as identified on the Proposals Map, applications to change the use of upper floors will be considered on their merits. Changes of use will normally be permitted where these would lead to better utilisation and better maintenance of the building.*~~

Policy for Local Centres and Villages

- 5.18 In general, local centres (in the urban area) and the villages provide convenience goods for their immediate locality. It is important to maintain their role in providing local shopping. The traditional practice of living above the shop is now on the wane even in the local centres and a problem emerges of what to do with upper floors. Local centres can be an appropriate location for a range of non-office services, provided that their shopping basis is not undermined in the process.

~~Policy S6~~

~~The Borough Council will generally resist applications which will result in the loss of shopping units in the local centres and villages. Some non-office services and offices, particularly where they require a shop window frontage or occupy upper floors and serve the needs of the locality, will be acceptable, provided that the role of shopping in the local centre is not undermined. Minor increases in shopping floorspace will be acceptable~~

Policy for Hot Food Shops and Restaurants and other A3 uses*

- 5.19 Although generally identified with shopping areas, these uses have particular locational problems which must be addressed by the planning process. Their principal hours of business often mean that they are open when neighbouring shops are closed and vice-versa, thereby creating a dead frontage even when a typical window display is provided. Late hours of operations and cooking smells can often result in environmental disturbance to the occupiers of adjoining properties and upper floors and particularly when the premises are situated in small shopping parades, at the centre of residential housing estates. For these reasons, the change of use of corner and other isolated shops in residential areas to hot food shops and restaurants will almost always be unacceptable. Many such uses are considered to be generally unacceptable for listed buildings and buildings in conservation areas, where ventilation ducting can be difficult to locate unobtrusively on the interior or exterior elevations of buildings. Moreover, these uses have a tendency to attract car-borne customers. In the case of restaurants, this involves long-term evening parkers for whom provision must be made in the area and in the case of hot food shops, short-term parkers directly adjacent to the premises concerned.

Policy S7

Changes of use of existing retail shops to Class A3 uses will be considered according to the following criteria:-*

- (i) They should not cluster with other similar uses to create a dead frontage.*
- (ii) They should not have a detrimental effect on the amenity of any nearby residential accommodation.*
- (iii) There should be adequate parking space available which will not interfere with the free flow of traffic along the highway.*
- (iv) It should be possible for ventilation trunking to be discreetly located on the building.*

Where such uses are found to be acceptable in principle, conditions will be imposed in any planning permission granted to ensure that environmental disturbance is kept within suitable limits.

Chapter 6

Townscape, Conservation and Design

6. TOWNSCAPE, CONSERVATION AND DESIGN

The Situation as Surveyed

- 6.1 Few buildings survive in the urban area of Gravesend and Northfleet dating from before 1800. The modern growth of Gravesend and Northfleet dates from the early 19th Century and there is a fine range of buildings dating from the period 1815 to 1850. More buildings have survived from before 1800 in the rural area, both in the historic cores of villages and as isolated buildings in the countryside.
- 6.2 Gravesham has about 450 listed buildings, 20 conservation areas and 6 Scheduled Ancient Monuments. A further 355 buildings are indicated on the "Local List" as of interest but not statutorily protected.

Changes since 1987

- 6.3 A comprehensive review of conservation areas in the Borough was carried out as part of the work on this review of the Borough Plan as a result of which 5 conservation areas were designated in 1990. Significant environmental improvement work has continued as part of the Impact scheme.

The Borough Council's Approach

- 6.4 The Borough Council's objective is to conserve and enhance important features of the built environment. The main elements of this approach are:-
- (a) Identification of, and adoption of, policies to protect and enhance areas of good townscape, buildings of architectural and historic interest and archaeological sites.
 - (b) Planning policies to encourage high standards of design in new buildings, shopfronts and advertisement displays.
 - (c) Safeguarding conservation areas, preparing conservation studies as time allows and carrying out environmental improvements.
 - (d) Encouraging action to improve and protect the urban environment.
- 6.5 The money available for historic buildings grants to assist in the upkeep of listed buildings is very limited. The approach is to offer grants only in relation to the additional expenditure arising from the use of traditional design or materials necessary to a listed building. The finding of appropriate new uses for listed buildings is a key part of the approach. This tends to be more of a problem in the town than in the country, where there is considerable demand for properties to convert.
- 6.6 The Borough Council is also concerned to ensure that the environment generally is improved by achieving a good standard of design in new development and by seeking improvements in the appearance of run-down areas. This is an important part of the promotion of an improved image for the Borough, which links with the desire to assist economic regeneration. The Borough Council has been and will continue to be active in environmental improvements through programmes such as Impact, Groundwork and the North West Kent Countryside Project.

Policies and Proposals

General Townscape, Conservation and Design Policy

~~Policy TC0~~

~~The Borough Council will give priority to conserving and enhancing the built environment in both the urban area and the countryside. Particular importance will be attached to:-~~

- ~~(i) The design of new development.~~
- ~~(ii) The safeguarding and enhancing of conservation areas.~~
- ~~(iii) Environmental improvement schemes.~~
- ~~(iv) The preparation of a landscape strategy for the Borough.~~

Design of New Developments

- 6.7 New development has an important role to play in contributing to the economic well being of the Borough but it is important to ensure that it blends well with its surroundings, whether the development is in town or country. For example, the local environment needs to be protected from the intrusive effects of high buildings. Where developments are outside planning control, as with certain types of agricultural buildings, the Borough Council will nevertheless seek co-operation to ensure that their design is appropriate for the area.

~~Policy TC1~~

~~The Borough Council will not normally permit proposals for new development which cause harm to interests of acknowledged importance. Applications will be considered in accordance with the following design principles:-~~

- ~~(i) The scale and massing of the buildings should normally be in keeping with their surroundings.~~
- ~~(ii) The design of new developments should accord with the principles of the Kent Design Guide and in the case of residential development, with Housing Policies H2 and H3 of this Plan.~~
- ~~(iii) The design of any alteration or extension shall respect the character and appearance of the existing building and safeguard the privacy and amenity of adjoining residents.~~
- ~~(iv) Materials used should be of good quality and sympathetic to the area concerned.~~

Policy for Listed Buildings

- 6.8 The Borough Council's approach is to resist unsympathetic development, whilst ensuring that these buildings have an economic use which will lead to their proper maintenance. All applications for listed building consent need to be fully detailed.

~~Policy TC2~~

~~The Borough Council will adopt the following approach to applications affecting listed buildings:-~~

- (i) *Proposals which involve the demolition of listed buildings will not be granted consent unless the applicant is able to demonstrate substantial and overriding reasons why such consent should be forthcoming. In those few cases where the Borough Council is satisfied that there is no alternative but to grant consent for such demolition, all available means will be used to secure early and appropriate redevelopment.*
- (ii) *In the case of applications for development involving alterations or extensions to listed buildings or affecting the setting of listed buildings, the primary consideration of the Borough Council will be the maintenance of the integrity of the original listed building. Proposals will also need to be sympathetic to the listed building in terms of massing, scale, appearance and materials.*
- (iii) *Applications for the change of use of listed buildings will be considered on their merits, in relation to the land use policies set out in this Written Statement. A major consideration will be whether the character or appearance of the listed buildings will suffer as a result.*

Development Affecting Conservation Areas

- 6.9 It is especially important that new developments in conservation areas make a positive contribution and Borough Council policies will require a high standard of design and materials in any new development in such areas. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Planning Authority to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. There is also a greater restriction on permitted development rights in conservation areas than elsewhere.

Policy TC3

The Borough Council will adopt the following approach to applications for development within or affecting conservation areas:-

- (i) *Where development is acceptable in relation to other policies in this Plan, it will be carefully judged for its impact and will be expected to make a positive contribution to the conservation area. The Borough Council will expect applications to contain sufficient details to enable the impact of the proposal upon the conservation area to be assessed.*
- (ii) *The demolition of unlisted buildings will be resisted unless the Borough Council is satisfied that the existing building is harmful to the conservation area and that the proposals for redevelopment or other use of the site will be beneficial. To this end, the Borough Council may, in suitable cases, require an agreement for the replacement of the building or other suitable treatment of the site, prior to the granting of conservation area consent for demolition.*

Improvements to Listed Buildings and Conservation Areas

- 6.10 Funds for the maintenance and improvement of listed buildings, and for the environmental improvement of conservation areas, are likely to be limited. Nevertheless, it is important that the designation of conservation areas is not seen as a goal in itself but that it should lead to positive steps to improve the environment in these areas which are recognised as having a special character. Environmental improvements are normally carried out as part of the Impact Project, which also manages the two Town Schemes at High Street and at Harmer Street, Gravesend.

~~**Policy TC4**~~

~~*The Borough Council will, within the limits of available resources, continue to carry out studies and make available funds to assist:-*~~

~~*(i) In the maintenance and improvement of listed buildings.*~~

~~*(ii) In the environmental improvement of the Borough and particularly of its conservation areas.*~~

Archaeological Sites

- 6.11 Gravesham, extending from the alluvium of the Thames estuary southwards on to the North Downs, has an interesting and varied archaeological past, with sites ranging in date from earliest times through to the modern period. Of particular significance are the Palaeolithic discoveries from the gravel terraces above the Thames.
- 6.12 The protection and/or recording of deposits of this date will be afforded a high priority. Other archaeological remains of interest include Neolithic occupation sites in the Ebbsfleet valley, Roman occupation and industrial sites, sixteenth century blockhouses at Gravesend and Milton, and coastal defence works at New Tavern and Shornmead Forts.

~~**Policy TC5**~~

~~*The Borough Council will promote the identification, recording, protection and enhancement of archaeological sites, ancient monuments and historic landscape features and will seek to encourage and develop their educational, recreational and tourist potential through management and interpretation.*~~

Scheduled Ancient Monuments

- 6.13 Scheduled Ancient Monuments comprise a well preserved prehistoric bowl barrow in Ashenbank Wood, Cobham (Kent SAM 322); the Roman building and later earthworks in Cobham Park, Cobham (159); the fourteenth century building known as Milton Chantry, Gravesend (38); the Gravesend blockhouse (379) built in 1539 by Henry VIII; Aspdin's kiln (200), a brick structure built in 1845 and thought, from an attached tablet, to be the "earliest known Portland Cement Kiln"; and Neolithic sites near the Ebbsfleet, Northfleet (268a). These sites are marked on the Proposals Map. Scheduled Ancient Monuments are of national importance and there will be a presumption against development likely to cause damage to the site itself or its setting.

~~**Policy TC6**~~

~~*Proposals for development on, or near, the site of a Scheduled Ancient Monument which damages or destroys its setting will be normally refused.*~~

Other Archaeological Sites

- 6.14 On the basis of the information contained in the Sites and Monuments Record a number of Areas of Archaeological Potential will be marked on the Borough Council's constraints maps. Within these areas further consideration will be given to the possible archaeological implications if development were to take place. Prospective developers should consult the Borough Council at an early stage, perhaps even prior to submitting a formal planning application, in order to establish the possible archaeological implications of any proposals. In certain cases, developers may be expected to furnish information, prior to the determination

of an application, on the nature and quality of any archaeological remains on the site of the proposed development.

- 6.15 In order to obtain the requisite information, archaeological evaluation may be necessary to a specification and standard approved by the Borough Council. An archaeological statement or evaluation may also be required in respect of any large scale development proposals affecting land outside areas of archaeological potential. Not all important archaeological sites are Scheduled Ancient Monuments; there will be a presumption against development of such sites. The Borough Council will generally seek to avoid development on other archaeological sites, but, where this is not possible or justified, will endeavour to mitigate damage to the archaeological remains by sympathetic foundation design and location of open space. Where development is permitted, an appropriate level of archaeological investigation will be required in advance of or during development, so as to ensure “preservation by record”.

Policy TC7

Throughout the Borough Plan Review area, development on important archaeological sites will not normally be permitted. On archaeological sites where permanent preservation is not warranted, applications will normally be refused unless arrangements have been made by the developer to ensure that time and resources are available to allow satisfactory archaeological investigation and recording of, by an approved archaeological body to take place in advance of or during development. The specification and programme of work for the archaeological investigation, including its relationship to the programme of development are to be submitted to and approved by the Borough Council. In order to determine a planning application the Borough Council may require the developer to provide additional information, in the form of an assessment of the archaeological or historic importance of the site in question and the likely impact of development. In certain cases, such an assessment may involve an evaluation excavation. Planning permission may be refused without adequate assessment of the archaeological implications.

Advertisement Control

- 6.16 Advertisements by their very nature draw attention to themselves and the buildings on which they are displayed and are important elements in the street scene. The Borough Council will seek to ensure good quality advertisement displays.

Policy TC8

All applications for advertisement consent will be examined in the light of the Borough Council's adopted policy guidelines for advertisement control and displays which are detrimental to public safety or to amenity will be resisted.

The Guidelines are published as supplementary planning guidance.

Shopfronts

- 6.17 Shopfronts of modern design often sit uneasily in traditional buildings. At the same time, attractive shopfronts are a feature of the economic prosperity of the town. Although there is a need for shopfronts everywhere to be well mannered, this is particularly so in conservation areas, and on listed buildings. The Borough Council has therefore prepared a design guide with the aim of encouraging and promoting a more sensitive approach to shopfront design.

Policy TC9

The Borough Council will resist developments which would result in:-

- (i) Existing Shopfronts of traditional design and materials being lost.***
- (ii) The installation of security grills and shutters on the exterior of Shopfronts.***

In the case of (ii), the Borough Council is aware that the need to preserve amenity must be balanced with measures to prevent crime. Particular shops in certain areas may require the installation of security measures to prevent burglary and vandalism taking place and this will be a material consideration. However, wherever possible, the Borough Council will seek to achieve such measures in a form which is not detrimental to amenity.

Landscaping

6.18 The protection of areas of good landscape quality is an important feature of the Plan and is dealt with in Chapter 9 (Countryside). However, landscape is also important as a feature of the urban area and the villages and the protection of important local features must be ensured both in town and country. The storm of October 1987 seriously affected many parts of the Borough and thousands of trees were lost. Storms in 1990 caused further damage. The Borough Council has, along with other agencies such as Kent County Council, the Countryside Commission and Task Force Trees, been working hard to replant badly affected areas. The main parts of the Borough Council's approach are:-

- (a) Protection of important trees and woodlands, including those listed in the Provisional Inventory of Kent's Ancient Woodlands (Revised 1990), by making Tree Preservation Orders, particularly where there is evidence that they are under threat.
- (b) Encouragement for the protection of important hedgerows.
- (c) Continued assessment of the extent of storm damaged areas coupled with a replanting programme.
- (d) Preparation of a Landscape Strategy for the Borough (see also Paragraph 9.20). This will seek the protection of features of landscape importance throughout the Borough. It would incorporate trees and woodlands, as referred to in (a) above and also include such features as small copses, hedgerows, meadows and ponds. The strategy will take into account the strong inter-relationship between retention of a diverse landscape and nature conservation interests. Particular importance will be given to safeguarding the habitats of species protected under Schedules 5 and 8 of the Wildlife and Countryside Act 1981 (as amended by the Wildlife and Countryside [Amendment] Act 1985) and where opportunities arise, to creating features and areas of wildlife interest within the urban environment.
- (e) Insistence on adequate landscaping in approving proposals for development.

Policy TC10

~~***In new developments, the Borough Council will normally require the submission of details of the landscaping proposed and will use its powers to ensure that such landscaping is implemented. Developments will not normally be permitted which would result in the destruction of:-***~~

- ~~***(i) Protected trees and woodlands.***~~
- ~~***(ii) Other important landscape features.***~~
- ~~***(iii) Habitats of nature conservation value, particularly where species protected under Schedules 5 and 8 of the Wildlife and Countryside Act 1981 (as***~~

~~amended by the Wildlife and Countryside [Amendments] Act 1985) would be adversely affected.~~

Policy Concerning Forecourt Parking

- 6.19 The parking of vehicles on forecourts tends to be untidy and to damage the surface of both the forecourt and adjacent footways and cause dangerous conditions for pedestrians. The policy seeks to lessen this problem. The Borough Council will use the measures available to it to restrict the parking of vehicles on forecourts and to prevent the parking of vehicles on or obstructing footways.

~~Policy TC11~~

~~The Borough Council will survey the extent of forecourt parking in its area and seek to reduce it in consultation with landowners and occupiers and through programmes of environmental improvements. Proposals which involve the use of forecourt parking will be resisted, unless it can be demonstrated that:-~~

- ~~(i) — There are no environmental disadvantages.~~
- ~~(ii) — There is a properly constructed crossover.~~
- ~~(iii) — Vehicles can be physically separated from pedestrians using public footways.~~
- ~~(iv) — Their use does not create danger for pedestrians or traffic or obstruct the free flow of vehicles.~~

Policy for Vacant Sites

- 6.19 Inevitably there will be occasions when sites remain undeveloped for periods of time. Such vacant sites tend to look unattractive. Yet, given adequate treatment, they can make a positive contribution to the environment.

~~Policy TC12~~

~~The Borough Council will encourage the use of vacant and underused buildings and sites, on a temporary basis, until a permanent user arises. It will also seek to have vacant buildings and sites maintained in a condition where they make a positive contribution to the visual environment.~~

Chapter 7

Green Belt

7. THE GREEN BELT

The Situation as Surveyed

7.1 The Metropolitan Green Belt (MGB) is an area of general restraint around London, in which it is intended to safeguard open land from development. The functions of the Green Belt are set out in the Explanatory Memorandum of the Approved Kent Structure Plan but are reproduced here for convenience. Its general regional functions are:-

- (a) To contain the further outward growth of London.
- (b) To prevent the merging of existing towns and settlements.
- (c) To preserve an area of mainly open country, for the enjoyment of residents of heavily builtup areas.
- (d) To preserve the special character of historic towns.
- (e) To assist in urban regeneration.

The particular functions of the Green Belt in Kent are:-

- (f) To preserve the open country between the edge of Greater London and the urban areas of the Medway Towns, Maidstone/Malling and Tunbridge Wells.
- (g) Near London, to curb the growth and preserve the separate identities of settlements in the area between Dartford and Swanley and in the Darent Valley north of Eynsford.
- (h) Further out, to maintain the break between Gravesend and the Medway Towns; to restrict the expansion of settlements south of the A2 including New Ash Green, Hartley, Longfield, New Barn, Istead Rise and Meopham, in order to prevent further suburbanisation and preserve their identity; to restrain further expansion between Tunbridge Wells, Southborough and Tonbridge; and to define the western edge of the Maidstone - Malling urban area and curtail development in the transport corridor towards London.

The Borough Council's Approach

7.2 The Borough Council's objective is to safeguard the Green Belt in Gravesham in view of its local and wider regional importance. The main elements in the approach are:-

- (a) Precise definition of the area to which Green Belt policies apply in the Borough, taking account of Government advice set out in Circular 14/84 and PPG2.
- (b) Strict control of development in the Green Belt.

To these ends, the precise boundaries of the Green Belt in the Borough have been carefully re-examined in this Review and minor adjustments made where appropriate.

Policies and Proposals

Policy for the Green Belt in Gravesham

7.3 The Borough Council considers that, within Gravesham, Green Belt policies should apply to all land within the Borough lying south of the A2 and generally to the east of Gravesend, except for land lying within the boundaries of villages as identified on the Proposals Map.

~~**Policy GB1**~~

~~**Green Belt policies, as set out in the Approved Kent Structure Plan (See Appendix 3), will be applied in the areas indicated on the Proposals Map.**~~

Policy for development in the Green Belt

7.4 Applications for development in the Green Belt, whether they take the form of new development, change of use of existing buildings, replacement dwellings or extensions to dwellings, must be considered in the light of the relevant Approved Kent Structure Plan policies. Policy RS6 of the Approved Kent Structure Plan restricts development in the countryside to a number of specific categories which can be summarised as:-

- (a) That necessary for agriculture, forestry and the winning of minerals, or other land use essentially demanding a rural location.
- (b) Acceptable changes of use of redundant buildings of character.
- (c) Acceptable re-use or redevelopment of the existing built-up area of redundant institutional complexes.
- (d) Rebuilding or modest extension of existing dwellings in appropriate locations.
- (e) Public or institutional uses for which the rural location is justified.

Structure Plan policy for the Green Belt is even more restrictive, giving a strong presumption against new development except that related to open recreation and agriculture. Further guidance as to what is acceptable in terms of these policies and certain of the categories is set out in Chapter 9 (Countryside).

~~**Policy GB2**~~

~~**There will be a strong presumption against permitting new development in areas subject to Green Belt policies, other than in accordance with Approved Kent Structure Plan Policy MGB2.**~~

Chapter 8

Villages

8. VILLAGES

The Situation as Surveyed

- 8.1 The rural area of Gravesham has seen considerable development since 1945. Its pleasant countryside and easy access to nearby places of work make it an attractive place in which to live, so that many settlements grew rapidly during the 1950's and 1960's, when it lay beyond the area covered by the Metropolitan Green Belt.
- 8.2 The Town Maps extended Green Belt policies to cover most of Gravesham in the early 1970's and the pace of development has slowed considerably, although the Town Maps provided scope for housing development within the larger settlements.
- 8.3 The Borough Council is firmly resolved to safeguard the Green Belt in Gravesham and generally to maintain the rural character of the areas to the south of the A2 trunk road and to the east of Gravesend. It is against this background and the policies of the Approved Kent Structure Plan that village policies and proposals have been reviewed.

The Borough Council's Approach

- 8.4 Policy MGB2 of the Approved Kent Structure Plan establishes the basis for village planning in Gravesham by stating that there will be a strong presumption against permitting new development outside the present built-up extent of any village. It is therefore incumbent on the Borough Plan Review not only to identify those rural settlements which are regarded as villages but to define their built extent on the Proposals Map. The definition of "village" is used for planning purposes and relates to the Approved Kent Structure Plan. Other settlements, including Harvel, Luddesdown and Thong may be thought of as "villages", but are not considered such in this Plan, because they are within the Green Belt.
- 8.5 Within this framework, Policy RS1 of the Approved Kent Structure Plan requires all development permitted at villages to be well designed, appropriate in location, scale, density and appearance to its surroundings and acceptable in highway and infrastructure terms. Such development should also preserve and where possible enhance the character, amenity and functioning of settlements.
- 8.6 Policy RS2 of the Approved Kent Structure Plan has the objective of applying development restraint at most rural settlements. The intention is to restrict new development to minor redevelopment or minor development such as infilling, (defined as the completion of an otherwise substantially builtup frontage by the filling of a narrow gap capable usually of taking one or two dwellings only) in suitable locations within their built confines, except where specified in a Local Plan or exceptionally where there is special local justification (for example, specific local housing need for particular types of accommodation, which cannot reasonably be met in other ways).
- 8.7 The Approved Kent Structure Plan, however, enables exceptions to Policy RS2 to be identified in local plans. Policy RS3 identifies two categories of village that might be treated as exceptions:-
- (a) Villages having potential for new residential development in excess of minor development or redevelopment, taking account of such issues as the Green Belt, policies for the countryside and the availability of services and infrastructure.
 - (b) Villages of such exceptional conservation or tourism importance that the primary planning policy towards all new residential development will be conservation and enhancement of special character.

- 8.8 The Borough Council takes the view that Gravesham's villages should for the most part fall within the context of Approved Kent Structure Plan Policy RS2. Consideration has also now been given to whether any of them might be identified for the purposes of Policy RS3. The conclusion drawn is that none has potential for residential development in excess of minor development or redevelopment and consequently identification under RS3(a) would not be appropriate. However, several villages are considered to have exceptional conservation importance (RS3(b)) and they are identified in the policies and proposals below.

Policies and Proposals

- 8.9 The definition of villages and their boundaries were set in the existing Borough Plan. These have been carefully re-examined and minor adjustments made in this Review. One further settlement has been defined as a village. The Borough Council has identified thirteen rural settlements and, for the purpose of the Borough Plan Review, designates them as villages. A brief commentary on each is given in Appendix 2. The guidance set out in Appendix 1 does not apply to villages.

~~Policy V1~~

~~The settlements listed below are villages and their built confines are shown on the Proposals Map:-~~

Cobham*	Higham Upshire
Sole Street	Lower Higham
Culverstone Green	Three Crutches
Hook Green*	Shorne*
Meopham Green*	Shorne Ridgeway*
Vigo Village	Lower Shorne
Istead Rise	

~~Footnote:~~

~~* Also the subject of Policy V3.~~

~~Policy V2~~

~~New development within the built confines of the villages in Policy V1 shall:-~~

- ~~(i) be restricted to minor redevelopment or to minor development (as amplified in paragraph 8.6) in suitable locations.~~
- ~~(ii) observe the requirements of Approved Kent Structure Plan Policy RS1 (see Paragraph 8.5).~~
- ~~(iii) have regard to the Statements of Parish and Village Character set out in Appendix 2.~~
- ~~(iv) not encroach upon nor adversely affect any valuable amenity open spaces.~~

- 8.10 Policy RS3(b) of the Approved Kent Structure Plan seeks to have identified in local plans those villages of exceptional conservation or tourism importance. Policy V3 indicates those villages in Policy V1 considered to be either wholly or partly of exceptional conservation importance.
- 8.11 Within these villages and, more particularly, within their conservation areas, the Borough Council will apply a higher test than elsewhere in the villages, to fulfil the requirement that any new development should respect and enhance local character. Special attention will be

given to design, scale, materials, space relationship, access, traffic generation, local need, the protection of noteworthy features and any other matters considered to have planning merit.

Policy V3

~~*The village of Cobham and those parts of the villages of Hook Green, Meopham Green, Shorne and Shorne Ridgeway which are designated as conservation areas, are identified as being of exceptional conservation importance. The primary planning policy towards all new development, including residential development, will be conservation and enhancement of their special character. In addition, developments should be small scale and will be expected to accord with Policy V2.*~~

Some rural conservation areas or parts of them lie outside the boundaries of villages, as defined in this Borough Plan Review, and in those cases Green Belt policies and other countryside restraint policies apply.

Businesses in Villages

8.12 A policy for businesses in villages and the countryside is set out in Chapter 9 (Policy C15).

Chapter 9

The Countryside

9. THE COUNTRYSIDE

The Situation as Surveyed

- 9.1 Agriculture is an important activity in Gravesham, occupying more than 70% of the land area of the Borough but agricultural employment is very small. There is a high proportion of good quality farmland but some of the less productive farm holdings in the south of the Borough have been fragmented and land has been lost to other uses such as horse-grazing. Most of the countryside forms part of the dip slope of the North Downs and includes areas of attractive landscape and important wildlife habitats. The countryside in Gravesham is also subject to pressures for various recreation uses.
- 9.2 The Approved Kent Structure Plan identifies several broad areas of countryside which are considered worthy of long term protection. These are termed Areas of Special Significance for Agriculture (ASSA's), Special Landscape Areas (SLA's) and Areas of High Nature Conservation Value (AHNCV's). The areas of land to which ASSA, SLA and AHNCV policies apply have been identified on a 1:50,000 Ordnance Survey Map in the Kent Countryside Plan. The Proposals Map shows the current boundaries in Gravesham.

Changes since 1987

- 9.3 The Government's approach to the countryside has changed. The changing needs of agriculture and the implications of Britain's membership of the European Community have been particularly important. PPG7 ("The Countryside and the Rural Economy") reflects the Government's current position. A number of measures have been introduced to reduce the overall level of agricultural production and the requirement for consultation with MAFF on planning applications involving development of farmland has been reduced. Notwithstanding this, however, the Borough Council takes the view that good quality agricultural land will continue to be important and should be protected and this will particularly apply to land in Grades 1 and 2 and the better Grade 3 land.
- 9.4 Circular 27/87 ("Nature Conservation") re-affirms the Government's commitment to conservation of the natural heritage and amplifies the advice and guidance to the achievement of this objective.
- 9.5 The Borough Council is willing to lend support to farm diversification schemes but it should be borne in mind that most of the rural area of the Borough lies within the Metropolitan Green Belt and that diversification will need to be compatible with Green Belt policies. Careful control of development within the countryside will continue to be important and the Borough Council notes that Government proposals to relax permitted use rights in the countryside have been withdrawn after receiving considerable opposition. Nevertheless, the countryside cannot be treated as a rural museum. It is bound to change and the policies in the Borough Plan Review are designed to manage those changes in an environmentally acceptable fashion, against the background of strategic policies for the Green Belt and for the countryside generally in Kent.
- 9.6 In 1989, the Countryside Commission published its policy statement entitled "Planning for a Greener Countryside". The Commission's vision of the countryside of the future is one that is attractive, diverse, of quality, accessible, thriving and environmentally healthy. Seven principles are proposed to guide the planning of the countryside, one of which specifically refers to Green Belts. This states as follows:-

"Green Belts should serve a wider purpose by helping to enhance natural beauty and opportunities for its enjoyment."

- 9.7 Consistent with the Countryside Commission's advice, in 1989, Kent County Council undertook the task of producing the Kent Countryside Strategy, in conjunction with other agencies (public, private and voluntary). The aims of the strategy are stated as:-
- (a) "To conserve and enhance the landscape, ecology and historic heritage of the Kent countryside, thereby maintaining its character and diversity, taking into account the important role played by agriculture, horticulture and forestry in shaping the countryside.
 - (b) To encourage the provision of facilities to meet public demand for countryside recreation and improve access to the countryside in a manner consistent with the rural setting.
 - (c) To encourage rural development and services compatible with the character of the countryside and which contribute to the economic and social well-being of the rural community."
- The Borough Council supports the strategy and will encourage its implementation, insofar as it is compatible with the policies of this Borough Plan Review.
- 9.8 The severe storm of October 1987 resulted in considerable damage to the landscape of the Borough and the loss of thousands of trees, the crest of the North Downs and the Vigo area being particularly badly affected. Further storms in early 1990 increased the damage. The Borough Council intends to prepare a comprehensive landscape strategy for the Borough to help redress the situation.

The Borough Council's Approach

- 9.9 In addition to protecting the Green Belt, the Borough Council's objective is to conserve, protect and enhance the countryside. The main elements of this approach are:-
- (a) Identification of, and adoption of conservation policies for areas of good quality farmland, attractive landscapes and important wildlife habitats.
 - (b) Restraint on development in the countryside.
- Applications for development in the countryside whether they take the form of new development, change of use of existing buildings, replacement dwellings or extensions to dwellings, must be considered in the light of the relevant Approved Kent Structure Plan policies and in particular Policies MGB2 and RS6.
- 9.10 As noted in Chapter 7 (Green Belt) most of Gravesham's countryside lies within the Metropolitan Green Belt. Policy MGB2 of the Approved Kent Structure Plan reflects the Government's intention that the strictest restraint shall apply within Green Belts and states as follows:-
- "Within the Green Belt, there will be a strong presumption against permitting new development outside the presently defined extent of urban areas and the present built-up extent of any village, unless it conforms with the open recreation functions of the Green Belt or is directly related to agriculture or other uses appropriate to a rural area. Any development approved within the Metropolitan Green Belt will be required to be sited and designed so as to maintain the open character of the area".
- 9.11 Policy RS6 of the Approved Kent Structure Plan restricts development outside rural settlements in the interests of countryside conservation and efficient use of land resources but provides for particular exceptions. It states as follows:-
- "Development will not normally be permitted in rural Kent other than at the villages and small rural towns unless:

- (i) it is demonstrated to be necessary to agriculture, forestry, the winning or import of minerals or other land use essentially demanding a rural location; or
- (ii) it relates to an acceptable change of use of redundant buildings, where the change would provide the best reasonable means of conserving the character, appearance, fabric and setting of buildings which are of architectural or historic interest, or whose loss would be detrimental to the character of the countryside; or
- (iii) it consists of the acceptable re-use or redevelopment of the existing built area of redundant institutional complexes; or
- (iv) it relates to the acceptable rebuilding or modest extension of a dwelling currently in residential use in an appropriate location; or
- (v) it is the provision of public or institutional uses for which the rural location is justified; or
- (vi) it is for businesses provided for under Policy RS5.

All such development will also be subject to Policy RS1".

Policy RS1 in turn makes clear that in the Green Belt, Green Belt Policy will be applied. (All the policies of the Approved Kent Structure Plan are set out in Appendix 3).

- 9.12 This Borough Plan Review needs to give further guidance as to what is acceptable in terms of these policies. The Borough Council has to determine a steady flow of planning applications, including those for the change of use of existing buildings and proposals for replacement dwellings and extensions to dwellings.
- 9.13 The Borough Council supports the policies of the Approved Kent Structure Plan for the conservation of the countryside and their long term protection of ASSA's, SLA's and AHNCV's. Detailed examination at the local level of these countryside protection areas shown in the Kent Countryside Plan took place in the existing Borough Plan and no further changes are considered necessary in this Review.
- 9.14 In addition to this detailed examination of the local impact of these county-wide policies, the Borough Council has also given consideration to a further layer of protection based on factors of local significance and these have been updated to reflect work by the Kent Trust for Nature Conservation.

Policies and Proposals

General Countryside Policy

~~Policy C0~~

~~The Borough Council will give priority to conserving and enhancing the character and quality of the countryside. The development of "fresh land" will not normally be permitted in the countryside, most of which is designated Metropolitan Green Belt. Emphasis will be placed on the redevelopment of land and the husbanding of undeveloped land in the urban area for residential and employment uses in order to reduce pressures for development in the countryside.~~

Policy for Areas of Special Significance for Agriculture

- 9.15 Almost all of Gravesham's countryside falls within the Green Belt and apart from the policies and proposals set out in this chapter, all applications need to be considered in the light of Green Belt policies. The Borough Council supports the Approved Kent Structure Plan

regarding the protection of good agricultural land and accepts in broad terms the boundaries put forward for the ASSA's in the Kent Countryside Plan. The adjustments contained in the existing Borough Plan are continued. The most significant of these removes villages defined on the Proposals Map from inclusion within the ASSA's. To include them, when there is no prospect of the land reverting to agricultural use, would tend to weaken the policy for the long term protection of the ASSA.

~~*Policy C1*~~

~~*Policy CC3 of the Approved Kent Structure Plan, which defines Areas of Special Significance for Agriculture, will be applied to the areas delineated in this Plan. The Borough Council will give long term protection to these areas and will give priority to the needs of agriculture over other planning considerations.*~~

Policy for Other Agricultural Land

- 9.16 The good agricultural land in the Borough is not all included within the Areas of Special Significance for Agriculture which, by their nature, relate to broad areas of land of county-wide significance. This does not mean that such land is not important. The Borough Council supports the Approved Kent Structure Plan policy of resisting development which will cause a loss of productive or potentially productive agricultural land.

~~*Policy C2*~~

~~*The Borough Council will have regard to Policies CC1 and CC2 of the Approved Kent Structure Plan and will resist developments which will cause a loss of productive or potentially productive agricultural land or reduce the viability of farm holdings, unless it can be demonstrated that the need for the development overrides agricultural considerations and no alternative site on non-agricultural land is available. This policy will be applied with particular force to Grade 1 and 2 land and the better Grade 3 land.*~~

Policy for Area of Outstanding Natural Beauty

- 9.17 Areas of Outstanding Natural Beauty are designated nationally by the Secretary of State for the Environment on the recommendation of the Countryside Commission. The primary objective of such designation is conservation and enhancement of the natural beauty of the landscape. The boundaries of AONB's cannot be amended in local plans. The existence of the AONB (one of only 38 such areas across England and Wales to have been designated) needs to be taken into account by local planning authorities and that part of the Kent Downs AONB which falls within Gravesham is shown on the Proposals Map. There is a greater restriction on permitted development rights in the AONB than in other areas. The Borough Council will consult the Countryside Commission where development proposals would significantly affect Areas of Outstanding Natural Beauty. In 1990, the Countryside Commission produced policies for Areas of Outstanding Natural Beauty entitled "AONB's - A Policy Statement".

~~*Policy C3*~~

~~*In Areas of Outstanding Natural Beauty, the Borough Council will expect all applications to contain sufficient details to enable the impact of the development to be assessed. Proposals which do not make a positive contribution to the environment will not normally be permitted. In particular, a high standard of design and the careful siting of buildings will be expected.*~~

Policy for Special Landscape Areas

- 9.18 The Borough Council supports the Approved Kent Structure Plan in protecting areas of attractive and distinctive landscape and broadly accepts the boundaries of SLA's in Gravesham put forward in the Kent Countryside Plan. Minor amendments were incorporated in the existing Borough Plan in order to provide a more defensible boundary to the policy area. These adjustments remain. It is not considered necessary to remove villages from the Special Landscape Area, as the villages are a feature of the landscape. In those areas covered by both SLA and AONB designations, the landscape is recognised as being of national importance and therefore carries greater weight than landscape solely in the SLA.

~~Policy C4~~

~~Policy CC7 of the Approved Kent Structure Plan, which defines Special Landscape Areas, will be applied to the areas delineated in this Plan. The Borough Council will give long term protection to these areas (which incorporate that part of the Kent Downs Area of Outstanding Natural Beauty which falls within the Borough) and will normally give priority to their landscape over other planning considerations.~~

Policy for Areas of Local Landscape Significance

- 9.19 Other parts of the Borough also have landscape significance but are considered more local in their impact than the broad areas of landscape included in the Special Landscape Areas. The Borough Council wishes to protect these areas.

~~Policy C5~~

~~In the following areas of local landscape significance delineated on the Proposals Map, development which will adversely affect the landscape quality of the area will be resisted, unless it can be demonstrated that there is no other suitable location:-~~

- ~~(i) The North Kent Marshes (east of Denton as far as the eastern boundary of the Borough)~~
- ~~(ii) Ebbsfleet Valley, Northfleet~~
- ~~(iii) The dry valley feature, west of Wrotham Road, Gravesend~~
- ~~(iv) Mid Kent Golf Course, Gravesend~~
- ~~(v) The dry valley feature south of the village of Higham Upshire (between the ridge carrying Hermitage Road and the Dillywood Lane area)~~

Landscape Strategy

- 9.20 As well as protecting significant existing landscape features, the Borough Council is anxious to enhance the landscape, both in town and country, in order to make good the damage caused by storms and to assist in blending infrastructure, whether existing or proposed, into the overall landscape.

~~Proposal PCI~~

~~Within its financial capabilities, the Borough Council will undertake significant landscaping to remedy storm losses and to help blend infrastructure into the landscape. Other bodies will also be encouraged to implement landscaping schemes.~~

Policy for Areas of High Nature Conservation Value

- 9.21 The Borough Council supports the Approved Kent Structure Plan in protecting extensive tracts of those habitat types or physiographical features which are the most rare and the most

sensitive to change. No reason is seen to disagree with the boundaries for the Areas of High Nature Conservation Value in Gravesham, defined in the Kent Countryside Plan and those boundaries are reflected on the Proposals Map.

~~**Policy C6**~~

~~**Policy CC9 of the Approved Kent Structure Plan, which defines areas of High Nature Conservation Value will be applied to the areas delineated in this Plan. Within these areas, development harmful to the maintenance of scarce and potentially vulnerable wildlife habitats will not be permitted.**~~

Policy for Development Affecting Sites of Special Scientific Interest and Nature Reserves

- 9.22 It is recognised that there are tracts of land of importance for nature conservation which lie outside the Areas of High Nature Conservation Value. The Borough Council is required to consult English Nature on applications for planning permission which affect Sites of Special Scientific Interest. SSSI's are designated by English Nature with the intention of protecting the nature conservation or geological interest of the site. The Borough Council will notify English Nature of development proposals at, or near, nature reserves or Sites of Special Scientific Interest.

~~**Policy C7**~~

~~**Where development proposals affect National Nature Reserves, Local Nature Reserves or Sites of Special Scientific Interest directly or indirectly, the Borough Council will not permit such development, in accordance with Policy CC8 of the Approved Kent Structure Plan, unless it can be shown that the proposals will not materially harm the maintenance of the scientific interest. Those Sites of Special Scientific Interest notified to the Borough Council before this Plan was prepared are shown on the Proposals Map and listed below:-**~~

- ~~(i) — Cobham Woods~~
- ~~(ii) — Great Crabbles Wood~~
- ~~(iii) — Halling to Trottscliffe Downs (part)~~
- ~~(iv) — South Thames Estuary and Marshes (part)~~
- ~~(v) — Shorne and Ashenbank Woods~~

The policy will be applied to other such areas as and when they become known.

Establishment of Nature Reserves

- 9.23 The designation "Site of Special Scientific Interest" can only give a measure of protection to areas which have nature conservation value. To be fully effective, the promotion and enhancement of nature conservation requires positive action by specialist bodies and by the Borough Council. Therefore, the Borough Council wishes to encourage the setting up of nature reserves and management agreements covering the use of sensitive areas of land. The Borough Council will survey its area to determine, in consultation with English Nature and other specialist bodies, such as the Kent Trust for Nature Conservation, whether nature reserves should be established and will consider the possibility of management agreements to regulate the use of such land and other land of nature conservation value.

Policy for Sites of Nature Conservation Interest

- 9.24 Specialist bodies have demonstrated to the Borough Council that there are other areas which, although bearing no formal status, are worthy of protection because of their nature conservation interest. Policy CC10 of the Approved Kent Structure Plan gives protection to all habitats or features which have importance for nature conservation but because it is generally applied, may tend to result in specific features being overlooked. Accordingly, attention is drawn to the following sites of Nature Conservation Interest identified by the Kent Trust for Nature Conservation. Other sites may be identified as and when surveys are carried out.

~~Policy C8~~

~~Policy CC10 of the Approved Kent Structure Plan, which deals generally with the protection of habitats or features which have importance for nature conservation, will be applied:-~~

~~(A) In the Sites of Nature Conservation Interest indicated on the Proposals Map and listed below:-~~

- ~~(i) Court Wood, Shorne~~
- ~~(ii) Pasture south of Istead Rise, Northfleet~~
- ~~(iii) Henley Wood and Pasture, Luddesdown~~
- ~~(iv) Ebbsfleet Marshes, Northfleet~~
- ~~(v) Strawberry Hill pasture and woodland, Meopham~~
- ~~(vi) Pasture and woods, south of Luddesdown~~
- ~~(vii) Luxon Wood, Great Buckland~~
- ~~(viii) Nurstead & Cozendon Woods, Nash Street (part Meopham, part Northfleet)~~
- ~~(ix) Part of Happy Valley, Meopham~~
- ~~(x) Pasture, Great Buckland~~
- ~~(xi) Cliffe Pools, Cliffe (part in Gravesham Borough)~~
- ~~(xii) Elbows Wood, Meopham~~
- ~~(xiii) Whitehorse Wood and Holly Hill, Trottisciffe (part in Gravesham Borough)~~
- ~~(xiv) Grassland and scrub, Istead Rise~~
- ~~(xv) Telegraph Hill, Higham~~
- ~~(xvi) Pasture, Shorne~~

~~(B) To other sites and features of nature conservation value not formally protected where development is proposed.~~

Where appropriate, these designations will be supported by other protective measures such as Tree Preservation Orders and Article 4 Directions.

Policy where Countryside Zones Overlap

- 9.25 Around Cobham, Sole Street and Shorne, blocks of land are shown as part of both the ASSA and SLA. In some cases, such areas have also been identified as Sites of Nature Conservation Interest. Agricultural and countryside objectives need not necessarily conflict since the retention of important landscape or wildlife features need not significantly affect agricultural productivity. Changes required in the interests of agriculture should be exercised with due regard to conserving important wildlife or landscape features. Nevertheless, the Borough Council is concerned that the position should be clarified where there is overlap. Bearing in mind the Government's reduced emphasis on agricultural production expressed in PPG7, the

Borough Council considers that the landscape importance of these areas should be re-emphasised.

~~**Policy C9**~~

~~*Within the areas delineated in this Plan as both ASSA's and SLA's, the Local Planning Authority will give priority to the landscape elements which are important to the essential character of the area and which should be conserved. In such areas which are also identified as Sites of Nature Conservation Interest, the needs of nature conservation will be paramount.*~~

Countryside Management

- 9.26 The Borough Council is keen to use its planning powers to improve the quality of the countryside and to resolve, so far as is possible, conflicts between various land users. The Borough Council, Kent County Council, neighbouring authorities and the Countryside Commission are part of a joint venture, the North West Kent Countryside Project, which carries out small-scale environmental improvements in the countryside. Such schemes are expected in total to markedly improve the quality of the countryside but as they are all intended to be individually small in scale and will be introduced as and when circumstances permit, it would not be appropriate for these to be shown on the Proposals Map.
- 9.27 The Borough Council is also now continuing to operate the Impact Project by itself (previously operated jointly by Gravesham and Kent County Council) and has widened its brief to cover the whole of Gravesham. The Impact Project is charged with environmental improvements, including landscaping works.
- 9.28 A third initiative relative to countryside management is the setting up of the Groundwork Kent Thames-side in North West Kent, supported by the County Council, district councils and local firms. This is likely to have a larger budget than the Countryside Project and will focus its attention on the urban fringe. It should accordingly be capable of tackling larger projects, such as major landscaping and derelict land reclamation.

Agricultural Dwellings

- 9.29 Policy RS6 of the Approved Kent Structure Plan seeks to restrict development in the countryside but provides for particular exceptions. Agricultural workers dwellings can be considered within this category but if the policy for rural areas is to remain effective, the number of exceptions must be strictly limited to those for which an overriding need can be demonstrated and for which no satisfactory alternative means of provision is available.
- 9.30 The Borough Council therefore considers that the following policy on agricultural dwellings will assist in ensuring that this form of development is tightly controlled.

Policy C10

The Borough Council will only give favourable consideration to applications for agricultural dwellings, where an overriding case can be demonstrated and when no satisfactory alternative means of provision is available.

Such applications will be considered against the advice contained within PPG7 (Annexe E), other Government advice effective at the time and the following criteria:-

- (i) *The agricultural unit must be commercially viable of itself at the time of the application.*

- (ii) *Where the Borough Council's agricultural adviser indicates that an existing and established agricultural unit is capable of becoming commercially viable, the siting of a caravan for a limited period may be considered.*
- (iii) *It must be necessary rather than just convenient for an agricultural worker to be resident on the agricultural unit.*
- (iv) *The Borough Council will need to be satisfied that there is no suitable housing available in the vicinity of the site.*
- (v) *Care must be taken to select the most suitable site for the dwelling on the agricultural unit, in order to achieve a good relationship with existing farm buildings and the point of access and to minimise impact by making use of natural features.*
- (vi) *The dwelling should be of a modest size and of a design appropriate to its Green Belt and countryside location.*

Policy for Change of Use of Redundant Buildings in the Countryside

- 9.31 Gravesham's countryside contains a large number of substantial and attractive agricultural buildings which, with normal repair and maintenance, can be expected to last for many years. When these are no longer needed for farming, the Borough Council will need to consider whether they might appropriately be re-used for other purposes which help to diversify the rural economy. The Borough Council will be particularly concerned to ensure that change of use of such buildings does not reduce farm viability and that the impact on the landscape of such changes is minimised. All applications will be considered in the light of Approved Structure Plan Policies MGB2 and RS6 and the criteria set out below in Policy C11.

Policy C11

Conversion of farm buildings to other uses will be permitted where:-

- (i) *It can be demonstrated that the building was originally erected as an agricultural building but is no longer needed for farming.*
- (ii) *The building is a substantial one, of permanent construction and is in an appropriate location in relation to roads and services.*
- (iii) *The building is attractive, in having some architectural, historic or landscape interest or being of a type representative of the Kent Countryside and the proposed alterations preserve that interest.*
- (iv) *The proposed use will diversify the rural economy and not result in the longer term dilution of farm viability*.*
- (v) *The curtilage is confined to the minimum necessary to operate the use.*
- (vi) *The nature and intensity of the proposed use is not detrimental to amenity or traffic safety.*

Footnote:

- * This will often rule out residential conversion

Policy for Replacement Dwellings in the Countryside

- 9.32 Applications are made to the Borough Council from time to time for the replacement of existing dwellings in the Green Belt, usually because the existing dwellings are of poor construction and layout and reaching the end of their useful lives.

- 9.33 Policy RS6 of the Approved Kent Structure Plan referring to the countryside generally (but not the Green Belt) restricts development in rural Kent, but provides for certain exceptions which include the rebuilding or modest extension of dwellings in the countryside and at hamlets. However, Policy MGB2 of the Approved Kent Structure Plan relating to the Green Belt is more restrictive and makes no specific reference to replacement dwellings (other than development directly related to agriculture).
- 9.34 The Borough Council considers that guidance needs to be set out in this Borough Plan Review to provide consistency in dealing with such applications.

Policy C12

There will be a strong presumption against allowing the replacement of existing dwellings which will only be set aside if the following criteria are satisfied:-

- (i) The existing dwelling must be an “original dwelling”* in permanent use as a dwelling. Proposals for the replacement of dwellings which are not “original” but which have gained immunity from the enforcement of planning control will be considered on their individual merits, having regard to their origins, their location and the nature of the accommodation they currently provide.***
- (ii) The existing dwelling must be in an appropriate location, meaning that it must be well related to existing roads and to essential services and must be in or close to an established rural settlement. The only exception to this criterion will be where the proposed replacement dwelling is required on the site for an agricultural worker, where the standard agricultural occupancy condition will be imposed.***
- (iii) The replacement dwelling must be of similar scale and mass to the existing dwelling and must be no larger than the existing dwelling, unless it can be demonstrated that modest enlargement+ is required to allow the provision of essential basic amenities such as a bathroom, toilet or kitchen, which currently do not exist or are clearly inadequate or to meet the special needs of the occupants.***
- (iv) The internal layout of the replacement dwelling shall not be such as to facilitate its later subdivision.***
- (v) The replacement dwelling should normally occupy the same site as the existing dwelling. Where it is agreed that the replacement dwelling may be located elsewhere on the plot, adequate safeguards# will be required to ensure the demolition of the existing dwelling.***
- (vi) The existing or proposed means of access, including access for fire fighting appliances, must be satisfactory.***
- (vii) The existing or proposed site drainage and means of soil and waste disposal must be satisfactory.***

Footnotes:

- * “Original dwelling” for the purpose of this policy and policy C13 means a building in permanent residential use at 1st July 1948 or subsequently erected as a permanent dwelling in accordance with planning permission in that behalf.**
- + In such cases the modest enlargement should not in any case be greater than one third of the floorspace of the existing dwelling excluding garage(s) and outbuildings and the replacement of bungalows by dwellings of two or more storeys will be resisted.**

- # “Adequate safeguards” will normally mean a planning condition and/or a formal agreement under Section 106 of the Town and Country Planning Act 1990.

Policy for Extensions to Dwellings in the Countryside

- 9.35 Policy RS6 of the Approved Kent Structure Plan seeks to restrict extensions to dwellings in the countryside to modest extensions. However, Policy MGB2 of the Approved Kent Structure Plan relating to the Green Belt is more restrictive and makes no specific reference to extensions to dwellings (other than development directly related to agriculture). The Borough Council interprets these policies as seeking first to maintain the open character of the Green Belt in Gravesham and secondly, to retain a stock of rural dwellings of modest size which are a feature of the Kent countryside.

Policy C13

Extensions to dwellings will be considered on their merits but the Borough Council will expect the following criteria to be satisfied:-

- (i) The existing dwelling must be an “original dwelling”* in permanent use as a dwelling.*
- (ii) There will be an overall limit of one third of the gross floor area of the original dwelling (measured externally) prior to any later extension or alteration, unless the increased floorspace has no overall effect on the existing bulk and appearance of the dwelling.*
- (iii) Those extensions which provide essential basic amenities such as a bathroom, toilet or kitchen, which are currently not available or are clearly inadequate, will normally be permitted.*
- (iv) The extension shall not be in a form which would facilitate the future formation of a separate residential curtilage.*
- (v) The dwelling to be enlarged must have sufficient curtilage to accommodate the extension without undue visual intrusion into the open countryside.*
- (vi) The appearance, massing, scale, form and materials of any extension shall be appropriate to the existing dwelling and the Green Belt setting.*
- (vii) Proposals for domestic garages and for other outbuildings will be considered on their individual merits but will be required to be well designed, discreetly sited and subservient to the scale of the main dwelling on the plot.*

Footnote:

- * For definition of “original dwelling” see footnote to policy C12

Culverstone Valley Area

- 9.36 The Green Belt in Gravesham contains a unique area of chalets and caravans occupying some 250 acres of land at Culverstone which was originally divided up and sold off to individuals in the 1930’s.
- 9.37 This has resulted in an assortment of caravans, chalets and shacks being erected or brought onto the plots, originally for weekend and holiday use. From the outset, much of the development pre-dated planning controls but successive planning regimes have failed to stem the drift towards permanent occupancy of what is now a growing majority of the plots.

- 9.38 The area has poor access and generally lacks metalled roads, proper drainage and individual water supplies. It is included within an area where Green Belt and Special Landscape Area policies apply.
- 9.39 In controlling development within this unique area, the Borough Council has the following objectives:-
- (a) To maintain a general policy of restraint on new development consistent with the Green Belt and Special Landscape status of the area.
 - (b) To improve the overall environment to a level commensurate with the permanent residential occupancy of existing authorised development.
 - (c) To improve existing authorised chalets and caravans in appropriate locations to a standard appropriate for permanent occupancy.
 - (d) To retain the dominance of the landscape over the built environment.
 - (e) To retain, protect and enhance the wooded character of the area.

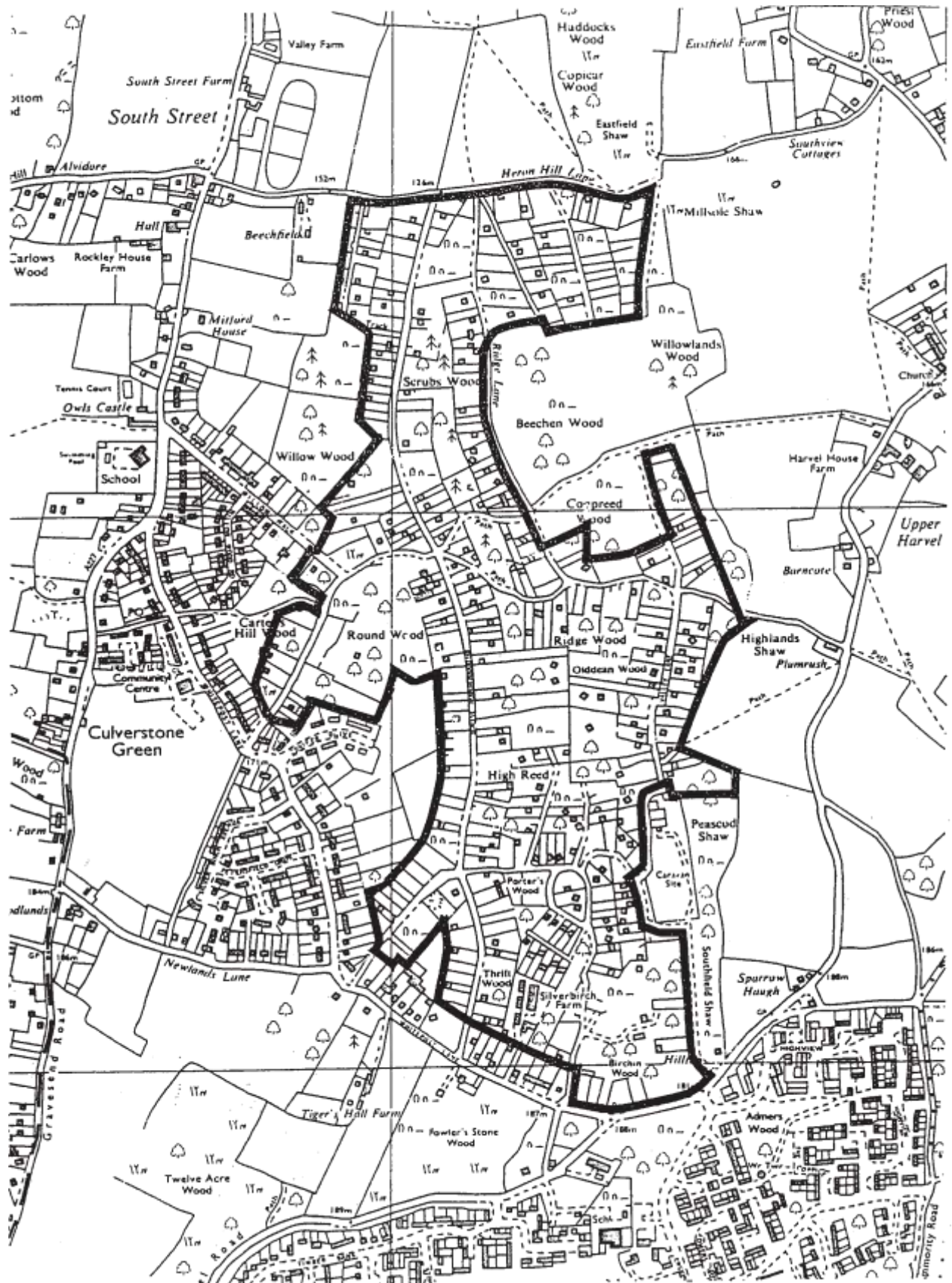
Policy C14

~~*In addition to the Green Belt, Landscape and Countryside policies contained in this Written Statement, the following additional requirements will also therefore be applied in the Culverstone Valley Area, as defined on the Proposals Map:-*~~

- ~~*(i) — New weekend and holiday chalets and caravans will not be permitted.*~~
- ~~*(ii) — Proposals for the replacement of existing authorised chalets and caravans*, or the extension of existing authorised chalets*, on occupied plots will be considered on their individual merits but the Borough Council will expect the following criteria to be satisfied:-*~~
 - ~~*(A) — The existing caravan or chalet must be “authorised”* and must be neither derelict or abandoned at the time of the application nor have been so for a substantial period prior to the receipt of the pending planning application.*~~
 - ~~*(B) — The chalet or caravan to be replaced must be demolished or removed from the site before any replacement structure is first occupied.*~~
 - ~~*(C) — Replacement accommodation will be for permanent occupation but will be limited to bungalows of not more than 1,000 sq. feet (92.9 sq. metres) of gross area (measured externally) and of a design appropriate to a rural area.*~~
 - ~~*(D) — That not more than one unit of accommodation will be allowed on each plot.***~~
- ~~*(iii) — Redevelopment will be limited to plots in appropriate areas. In particular, redevelopment will not be permitted on plots which are inaccessible to the normal range of service or emergency vehicles nor on plots where the existing water supply or means of soil and waste disposal are unsatisfactory. Bulk gas storage tanks will be permitted only where the Kent Fire Brigade raise no objection.*~~
- ~~*(iv) — Controls will be placed on the construction of new and additional outbuildings and related structures to ensure that their number, size and design, do not conflict with the open rural qualities of the area.*~~

Footnotes:

- ~~* “Existing authorised caravans and chalets” for the purpose of this policy means those existing with the benefit of a valid planning permission or known to have existed 10 years prior to the pending application for planning permission, but which were not derelict/abandoned and have not become so since.~~
- ~~** For the purpose of this policy, a plot means one which is known to have existed 10 years prior to the pending application for planning permission or as subsequently formed by the amalgamation of more than one plot.~~



Area in which Policy C14 applies (Culverstone Valley Area)

- 9.40 In co-operation with the Residents' Associations representing the area, the Borough Council will produce design advice for plotholders on matters such as driveways, fencing and outbuildings, will seek to encourage a programme of tree preservation, woodland management and new planting in the area and will encourage the lawful incorporation of unused, unoccupied and derelict plots into adjacent lawfully occupied plots.

Policy for Businesses in the Villages and the Countryside

- 9.41 Policies of restraint relating to the protection of Green Belt and the countryside militate against industrial and other business development in Gravesham's countryside. Moreover, the cost of providing services can be considerable and the rural road network is generally unable to accommodate the type of traffic associated with industrial development. Opportunities for businesses in the Green Belt will be limited to the re-use of redundant agricultural buildings, as specified in Planning Policy Guidance Note No. 2 (Green Belts). However, the Borough Council recognises that Planning Policy Guidance Note No. 7 (The Countryside and the Rural Economy) encourages the formation and growth of small-scale rural businesses. Such economic activity can provide employment, prevent the loss of essential rural services and generally contribute to the rural community.
- 9.42 Farmshops and garden centres can cause particular problems, because of their propensity to expand and because of environmental and traffic problems which can be associated with such uses.

~~**Policy C15**~~

~~Applications for the establishment or expansion of industrial, office and other small businesses in the countryside and the villages will be the subject of the Approved Kent Structure Plan Policies RS1, RS4 and RS5. In the case of applications for farmshops and garden centres, the Borough Council will be particularly concerned to ensure that there is no detriment to highway safety and rural amenity.~~

Policy for Leisure Plots and Land Fragmentation

- 9.43 The fragmentation of landholdings can result in undesirable developments which can present a serious threat to the character and appearance of the countryside. Fragmentation can result from difficulties in selling agricultural holdings in one unit because of the cost involved or from pressures for non-agricultural uses, such as leisure plots and horse-riding or because higher prices can be achieved by fragmenting holdings. Such pressures for recreational activities are particularly strong in areas such as Gravesham, where the countryside is close to large urban centres, including London. Even where the land remains in agricultural use, fragmentation can lead to pressures for additional "agricultural" dwellings. Generally, the fragmentation of holdings is not subject to planning control but the Borough Council intends to use its planning powers to control pressures for development which may arise as a result of that fragmentation. A particular problem is the sub-division of land to form leisure plots.

~~**Policy C16**~~

~~The Borough Council will resist development on fragmented land and leisure plots and it will reinforce existing planning controls on such land as appropriate to the circumstances in each case, in order to restrain the damaging effects on the countryside.~~

Policy for the Use of Land for Horse-riding and the Erection of Stables

- 9.44 These may be associated with land fragmentation. Whilst the use of land for the riding of horses is appropriate to the open recreation functions of the Green Belt, it can be detrimental to landscape and agricultural policies. The location of the Borough is such that there is considerable pressure for such activities. The erection of stables and horse shelters can, unless well designed and properly sited, be detrimental to the appearance of the countryside. The provision of jumps and other structures can look unsightly. Vehicles and trailers visiting the premises and inexperienced horse-riders on the public highway can be detrimental to road safety. The policy is designed to recognise the demand for such facilities but to carefully control their location and appearance.

Policy C17

Proposals for the recreational use of land in the countryside for horse-riding, riding schools and the erection of stables will only be permitted if they are compatible with the agricultural, landscape and transport policies of this Plan. Where proposals are acceptable in principle, the Borough Council will expect stables and horse shelters to be properly designed and constructed of sound materials appropriate to the countryside and to be in an acceptable location within the site.

Incorporation of Additional Land into Residential Gardens

- 9.45 Householders in the countryside increasingly seek to enlarge their gardens by the purchase of land from adjoining farm holdings or woodland. Repeated on a large scale, such activity would have the effect of significantly reducing the amount of productive agricultural land in the Borough and reducing the quality of its wooded areas. If accompanied by felling and the construction of domestic outbuildings and other structures, it could also be seriously detrimental to the appearance of the countryside.

Policy C18

The incorporation of productive or potentially productive farmland and woodlands in the countryside into residential gardens will be resisted.

Where appropriate, the Borough Council will seek to minimise the environmental effects by the making of Article 4 Directions and Tree Preservation Orders on affected land.

Policy for Non-agricultural Open Uses in the Countryside

- 9.46 As a reflection of the declining importance of the countryside for agricultural production per se, there has been a growing pressure from rural landowners and others to use surplus land for nonagricultural pursuits. These include golf courses, field sports, sports pitches, paintball games and flying. Whilst many of these activities are of an open character and generally compatible with a rural environment, it is necessary to ensure that high quality agricultural land is not irreversibly damaged, that areas of special landscape or nature conservation value are not harmed, that the interests of those who live or work in the countryside are properly taken into account and that the traffic capacity of the rural road network is considered. Buildings associated with non-agricultural uses can present problems and these need to be carefully controlled and their impact on the countryside minimised.

Policy C19

~~*Non-agricultural pursuits will be permitted in the open countryside where it can be demonstrated that there will be no damage to features of acknowledged importance,*~~

~~*including areas subject to countryside protection policies, the local residential environment and traffic safety. Environmental enhancement will be encouraged.*~~

Chapter 10

Leisure and Tourism

10. LEISURE AND TOURISM

Leisure

The Situation as Surveyed

- 10.1 Over the last 20 years there has been an increasing demand for recreational facilities of all types, both formal and informal, arising from a general increase in living standards, leisure time and personal mobility. Recreation facilities in Gravesham are provided by the Borough Council, Parish Councils, Kent County Council, the private sector and the voluntary sector.
- 10.2 There are two major indoor leisure centres in the Borough - Cascades Leisure Centre at Thong Lane, Gravesend and Cygnet Leisure Centre at Old Perry Street, Northfleet, which provide an extensive range of wet and dry facilities. The Borough also has a major multi-purpose entertainment's venue at the Woodville Halls, Gravesend.
- 10.3 The location of the Borough between London and the Kent Coast means that demand for facilities arises from a wider area. Demand for informal recreation facilities in the countryside seems bound to increase.

The Borough Council's Approach

- 10.4 The Borough Council's objective is to make adequate provision for the recreational needs of the Borough and to develop its potential for tourism. The main elements of the approach are:-
- (a) Provision of land for open space, formal recreation and allotments to meet identified needs and protection of existing open spaces for their recreational and amenity value.
 - (b) Provision of open space in new housing development.
 - (c) Encouraging the private sector and voluntary sector to make facilities available, direct provision by the Borough Council where appropriate and dual use of educational facilities.
- 10.5 The Borough Council in preparing the Borough Plan Review generally supports the approach taken by the Approved Kent Structure Plan that the justified demands of recreation and tourism should be met but, as far as possible, without harming the countryside and coast and the built environment.
- 10.6 A major conflict in the urban area is between demands for recreational facilities and open space and the demands for development. Existing open spaces within the urban area provide important "green lungs", as well as facilities for the local population and these should, so far as possible, be retained in recreational uses. This approach is supported in the Government's Planning Policy Guidance Note No. 17 on Sport and Recreation (PPG17, September 1991). This is most important where the survey has indicated that areas are deficient in open space or where further losses would make them so. In these cases, not only must existing open space be defended but the Borough Council must be active in identifying further land for open space. As a starting point, there are the standards set by the National Playing Fields Association. General amenity land is also important but there are no published standards for its provision. The Borough Council will continue to be active in the provision of recreational facilities and the Borough Plan Review needs to identify which of its proposals will have a bearing on land use.
- 10.7 The Borough Council has as part of the work on this Borough Plan Review assessed the existing provision and shortfalls in recreational open space and amenity land provision in the

Borough. The open space survey examined all types of open space including playing fields, school grounds, parks and recreation grounds, amenity areas and allotments. The survey was conducted on a ward basis, (electoral divisions of the Borough) and the provision of outdoor playing space and other open space has been assessed against the “NPFA 6 Acre Standard”. The survey showed that only 2 wards in the urban area were in excess of the minimum standards.

- 10.8 It is important to make provision for open space in new residential developments, particularly where there are no suitable existing facilities nearby. Laying down space requirements for new open space can be difficult as the nature and extent of the facilities required will vary depending on the size of the development, the density, the likely make up of the families who will occupy the dwellings and the distance to the nearest existing open space. The National Playing Fields Association however recommend minimum standards in urban areas for youth and adult use in terms of formal sports areas and for childrens use in terms of outdoor equipped playgrounds and casual or informal play space.
- 10.9 Whilst the main effort by the Borough Council in developing tourism in Gravesham must be on marketing and promotion, some consideration has to be given to the provision of sites for development related to tourism in the Borough Plan Review.

Policies and Proposals

General Policy for Leisure Provision

- 10.10 In seeking to encourage the provision of leisure facilities for the Borough’s residents and for tourists and other visitors, the Borough Council will be conscious of the need to avoid conflict with other planning policies. Potential conflicts are likely to be most acute in the countryside.
- 10.11 The Borough Council has identified the following leisure projects as being of particular priority:-
- (i) Urban Parks Improvements - Woodlands Park and Wombwell Park.
 - (ii) Indoor Bowls Centre - site to be identified.*
 - (iii) Indoor Sports facilities - Meopham School.
 - (iv) Artificial Grass Pitch - Rectory Fields.
 - (v) Heritage Centre - Milton Chantry.

Footnote:

- * The Planning Officer and the Director of Leisure Services have identified the following criteria for the provision of an Indoor Bowls Centre:-
- Town Centre or “urban location”.
 - Site area of 2 acres or more.
 - Size of building preferably 8 rink with bar/catering facilities and changing rooms.
 - Good quality design and materials, including brickwork exterior.
 - Unobtrusive siting and no detriment to amenity.
 - On site car parking at a ratio of 10 spaces per rink.
 - Good vehicular access, preferably direct to an existing distributor route. - Good quality landscaping.
 - No material conflict with other policies and proposals in the Plan.

~~Policy LT1~~

~~Suitable facilities for formal and informal recreation will be permitted at appropriate locations in the urban area and in the villages having regard to an identified need for such facilities and subject to compliance with other policies of the Plan. Suitable facilities for informal recreation and formal outdoor recreation will be permitted in the countryside where it can be demonstrated that this would be compatible with Green Belt and Countryside Conservation Policies. In the case of facilities for indoor or primarily indoor recreation in the open countryside, Policy TR11 of the Approved Kent Structure Plan will be applied.~~

Policy for Existing Open Space

- 10.12 The Government's Revised Planning Policy Guidance Note No. 3 on Housing (March 1992) recognises that parks, playing fields, informal open spaces, allotments and private gardens can all be of great importance to the character of a neighbourhood. In the urban area they also provide important "green lungs" and valuable opportunities for recreation.
- 10.13 PPG17 on Sport and Recreation (September 1991) emphasises that the Government attaches great importance to the retention of recreational and amenity open space in urban areas, it also recognises that once built on, open space is likely to be lost to the community for ever. PPG17 recommends that planning decisions resulting in the development of open space should therefore take into account the long term impact of the loss of such spaces.
- 10.14 The following advice is also set out in PPG17:-
- "In their planning decisions, local planning authorities should seek to achieve a reasonable balance between the need to make adequate provision for development in urban areas and the need to protect open space from development. Undeveloped land which has recreational or amenity value should be protected by the planning system if it can be demonstrated that there is (or would be) a deficiency in accessible public open space in the area. Development control decisions that would reduce open space should take into account the relevant development plan policies and whether it is to be replaced with alternative provision with similar community benefit".

~~Policy LT2~~

~~Planning permission will not normally be granted for proposals which would involve the loss of open space. In the context of this policy, open space includes public open space, public parks and woods and public or private allotments, but does not include playing fields to which Policy LT3 will apply.~~

~~Such proposals may be acceptable where it can be demonstrated that:-~~

- ~~(i) — There is no deficiency of open space in the area (and that no deficiency will arise from the loss of the open space in question), taking into account the recreation and amenity value of such open space.~~
- ~~(ii) — The loss of the open space would not be detrimental to the wider urban area or to the whole village.~~

~~Where appropriate, the Borough Council will seek to protect the open space by refusing planning permission and through acquisition by itself or by a suitable protective body such as an amenity trust or will seek to enter into planning agreements to protect the open space~~

Policy for Existing Playing Fields

- 10.15 During the preparation of this Borough Plan Review, Kent County Council has indicated that a number of existing school sites and school playing fields are no longer needed and a dialogue has ensued between the County Council and the Borough Council to ensure a balanced approach to their future. Some of these sites have been allocated for development (both residential and commercial) and others have been identified to remain in a recreational use.
- 10.16 The Government's Planning Policy Guidance Note 17 "Sport and Recreation" points out that, "in some cases playing fields, both publicly and privately owned, may have been sold off without taking into account the long-term needs of the community for recreation or amenity open space". It states that, "playing fields should normally be protected" and "when not required for their original purpose, they may be able to meet the growing need for recreational land in the wider community".
- 10.17 The Borough Council considers that, having regard to current un-met requests for sports pitches, there is an under provision of playing fields within the Borough. Formal pitch facilities are often shared with informal uses such as children's play and dog walking. A playing fields count across the whole Borough has further shown that the provision of sports pitches falls below the target minimum standard recommended by the NPFA of 1.21 hectares (3.0 acres) per 1000 population.

~~Policy LT3~~

~~Planning permission will not normally be granted for proposals which involve the loss of playing fields, whether that land consists of public or private playing fields, or playing fields used for educational purposes unless:-~~

- ~~(a) sports and recreation facilities can best be retained and enhanced through the redevelopment of a small part of the site; or~~
- ~~(b) alternative provision of equivalent community benefit will be quickly made available; or~~
- ~~(c) there is an excess of sports pitch provision and public open space in the area, taking account of the recreation and amenity value of such provision, including the contribution of the playing fields to the quality of the local environment.~~

Dual Use of Existing Playing Fields and Sports Facilities

- 10.18 For some years encouragement has been given by the Government to make use of school premises for community recreation purposes. The provision of recreational facilities is expensive, particularly where purpose built structures are required, such as sports halls. Considerable investment has already been made by both the County Council, as education authority and the Borough Council. The duplication of facilities by both Councils is wasteful of money and land. In parts of the urban area, educational playing fields and facilities may present the only opportunity for the wider public. However, as PPG17 points out, in recent years "local education authorities have taken decisions to dispose of land and buildings surplus to educational requirements. Such decisions are a matter for local discretion. However once redeveloped it is unlikely that school playing fields can be recovered". The Borough Council believes very strongly, that, where possible, recreational facilities should have dual use, with school facilities available to the community out of school hours and public recreational facilities available to schools.

~~Policy LT4~~

~~The Borough Council will support the use of educational playing fields and sports facilities by the general public and the use of public recreation facilities by schools, subject to suitable timing and management arrangements.~~

Additional Open Space and Playing Fields

- 10.19 In the urban area where there is an identified deficiency of open space provision, including public open space and playing fields, the Borough Council will be active in seeking ways to ameliorate that position by the provision of additional land and by the better use of existing land, for example through dual use. The open space survey identified that a number of wards in the Borough show a deficiency in open space provision. The Borough Council recognises that wards should not necessarily be self sufficient in all forms of open space but that facilities for young children and the elderly should be readily accessible and that sports facilities for older children and adults can have a wider catchment area.

~~Policy LT5~~

~~The Borough Council has assessed which parts of the urban area are deficient in open space provision, including public open space and playing fields and will seek to bring land forward to reduce such deficiencies.~~

Some opportunities to reduce deficiencies by the allocation of sites for open space have already been identified and these are shown on the Proposals Map.

~~Proposal PLT1~~

~~The following additional areas of land are identified on the Proposals Map for open space purposes, including public open space and/or playing fields:-~~

(i) Land north of Thames Way, Northfleet	9.2 ha (22.6 acres)
(ii) South of Riverview Park	0.5 ha (1.3 acres)
(iii) Third Avenue, Northfleet (part)*	min. 0.40 ha (1 aere)
(iv) College Road, Northfleet	1.9 ha (4.7 acres)
(v) Waterton Avenue, Gravesend	1.3 ha (3.3 acres)
(vi) Wombwell Hall (Phase 1), Northfleet*	0.4 ha (0.9 acres)
(vii) Campbell Road Chalk Pit, Gravesend (after restoration)	1.48 ha (3.67 acres)
(viii) Dover Road Pit, Northfleet (after restoration)	0.78 ha (1.93 acres)
(ix) Bat and Ball Ground, Trafalgar Road, Gravesend	2.4 ha (5.9 acres)
(x) Ordnance Road, Gravesend	0.76 ha (1.88 acres)

~~and as part of the development of major sites at:-~~

(xi) West of Wrotham Road, Gravesend*	9.2 ha (22.7 acres)
(xii) North East Gravesend*	Undetermined

~~Footnote:~~

~~* In the cases marked with an asterisk, the developer will be required to make adequate open space provision and to lay out the land in a manner acceptable to the Borough Council. In suitable cases, the Borough Council may be willing to accept its dedication as public open space.~~

Additional Open Space in New Housing Development

- 10.20 In addition to the identification of new open spaces further opportunities to provide additional space will arise from new development. The Borough Council will expect new housing developments to incorporate open space provisions for informal recreation including, where appropriate, equipped childrens play space. The need for this provision will depend on the scale of development and size and type of dwellings proposed and proposals will therefore be assessed individually. As a guide, open space should be provided in accordance with NPFA recommended minimum standard for outdoor playing space of 2.43 hectares (6 acres) per 1000 population, of which provision for childrens use should be between 0.2-0.3 hectares (0.5-0.75 acres) for outdoor equipped playgrounds and 0.40.5 hectares (1-1.25 acres) for casual or informal play space, per 1000 population, within the housing areas. Such provision will particularly be expected to be met in areas deficient in open space provision and where existing areas for play exceed the maximum walking distances from home recommended by the NPFA. Commuted sums may also be sought from developers where open space is not provided within a development or to facilitate on-going maintenance of proposed open spaces.

Policy LT6

Proposals for new housing development will be expected to make provision for open space and play space appropriate to the scale of development and type of housing proposed, having regard to the provision of and proximity to existing open space in the locality,

Policy on Golf Courses

- 10.21 There has been a dramatic increase generally in the demand for golf facilities in recent years. Applications submitted to Kent District Councils by the private sector have included new courses, extensions to existing courses, driving ranges, “pay-and-play” facilities, courses associated with hotel developments and golf provision as part of wider leisure or mixed use developments. Detailed guidelines have now been prepared by the Kent Planning Officers’ Group.

Policy ~~LT7~~

~~*Proposals for golf facilities will be considered on their merits, taking full account of the policies in this plan relating to the Green Belt, Countryside, Leisure and Tourism, and Transport and also the detailed guidelines produced for golf prepared by the Kent Planning Officers’ Group. However, within the Green Belt, there will be a strong presumption against ancillary development not directly related to the playing of golf.*~~

Recreational Use of Public Rights of Way

- 10.21 There is an extensive network of public rights of way in the Borough which covers public footpaths, bridleways and byways, providing facilities for walkers, horse-riders and cyclists. Especially in the rural area, these are increasingly used for recreational purposes. In its role as agent for the highway authority, the Borough Council will continue to use its best endeavours to keep this network open for public use, free from obstruction and in a usable condition, with appropriate way-marking and signing.
- 10.22 There is a shortage of existing bridleways to cater for the increasing pressure from horse-riders and there may be scope to extend and improve this network. Particular attention may be given to waymarking circular routes, especially where these can be linked to country parks and picnic sites, to provide recreational footpaths and bridleways and paths of use to cyclists.

- 10.23 The Kent County Council has prepared a Public Rights of Way Strategy which is intended to be a free-standing element of the Countryside Strategy. Public Rights of Way include footpaths, bridleways, byways open to all traffic and roads used as public paths. The Strategy particularly addresses itself to their definition, protection, maintenance and development, promotion and marketing.

Policy LT8

~~*The Borough Council will aim to maintain and improve the existing public rights of way network and as opportunities arise, it will seek to provide new recreational footpaths, cycleways and bridleways in the Borough.*~~

Proposal for Recreational Use of Part of Former Gravesend West Railway Line

- 10.24 The former Gravesend West Railway Line is well screened and used informally for walking, although still in the ownership of British Rail. The land forms a valuable “green lung” in the urban area and is also of value as a wildlife habitat. The Borough Council intends to improve access for pedestrians to encourage recreational use through this part of the urban area. Such uses may include walking, running, cycling and horse riding.

Proposal PLT2

~~*The Borough Council intends, subject to the agreement of British Rail, to make provision for recreational use along part of the former Gravesend West Railway Line, as indicated on the Proposals Map.*~~

Public Riverside Walk

- 10.25 The Borough Council considers that it is very important to safeguard and improve access to the riverside and this is dealt with in more detail in Chapter 14.

Canal Basin, Gravesend

See Proposal PM5, Chapter 15

Proposal for the Thames and Medway Canal

- 10.26 The Canal formerly linked the Thames at Gravesend with the Medway at Strood. The North Kent railway line now uses its tunnel from Higham to Strood and part of the Canal in Gravesend has been filled for industrial development. The remaining Canal is largely in the ownership of British Rail but surplus to their requirements and the Borough Council wishes to secure its retention for formal and informal recreation purposes such as fishing and nature conservation. The proposal for the Canal set out below is subject to reaching agreement with the landowners and will be achieved through the efforts of the Borough Council or outside bodies, as appropriate.

Proposal PLT3

~~*The remaining parts of the Thames and Medway Canal are proposed for formal and informal recreation (particularly at the western end) and associated vehicle parking provision. The more remote areas of the Canal (particularly those within the South Thames Estuary and Marshes SSSI) will be safeguarded for nature conservation and so far as possible, only pedestrian access will be made available. Development which would conflict with these proposals will be resisted.*~~

Chapter 11

Minerals, Waste Disposal and Derelict Land

11. MINERALS, WASTE DISPOSAL AND DERELICT LAND

The Situation as Surveyed

- 11.1 There are no active mineral workings in Gravesham and progress has been made in the restoration of a number of derelict sites resulting from previous workings. The cement industry is important in local and national terms. Kent County Council as Minerals Planning Authority is responsible for determining planning applications for minerals extraction and waste disposal and has the task of ensuring that the cement industry has adequate supplies of raw materials.
- 11.2 The Approved Kent Structure Plan encourages the provision of new marine terminals, wharves and rail depots to receive and process aggregates on sites appropriate in terms of all material planning interests, including those relating to agriculture, landscape, conservation, environment and access. The Borough already has three marine terminals for aggregates.
- 11.3 There are no facilities in the Borough for the deposit of household waste but land at Bakers Hole, just outside the Borough boundary, is used for domestic refuse disposal by landfill and a civic amenities transfer facility exists at Pepper Hill, again just outside the Borough.

The Borough Council's Approach

- 11.4 The Borough Council's objectives seek to strengthen and diversify the local economy, make the best use of land within the urban area and prevent further dereliction. In this connection, the reclamation of derelict land, most of which is in the urban area, will be encouraged. Land requirements for development related to minerals and waste disposal will also be examined.
- 11.5 The Borough Council will continue to promote the reclamation and subsequent development of a number of sites in the Borough particularly within the urban area. Where possible, these will subsequently be used to provide employment.

Policies and Proposals

Policy for the Restoration of Derelict Land

- 11.6 The Borough Council will seek to pursue an active programme of derelict land reclamation.

~~Policy M1~~

~~In seeking derelict land grants, the Borough Council will concentrate its efforts (where necessary in conjunction with other agencies or private developers) on schemes which will reclaim and bring into use sites within the Borough, particularly where this would increase employment and on schemes which would result in significant environmental improvements. In considering proposals the Borough Council will have regard to the protection of the wildlife value of derelict sites.~~

~~The following sites, as indicated on the Proposals Map, are considered to be the priorities for concerted action to create employment or recreational facilities, using derelict land grants as necessary:-~~

- ~~(i) — Land at College Road, Northfleet~~*
- ~~(ii) — Land at Grove Road, Northfleet~~*
- ~~(iii) — Thames and Medway Canal (See Proposal PLT3)~~*
- ~~(iv) — The former Gravesend West Railway Line (See Proposal PLT2)~~*
- ~~(v) — Pit south of Dover Road, Northfleet~~*

~~(vi) — *Campbell Road Pit, Northfleet*~~

Waste Disposal

- 11.7 No sites in the Borough have been identified as suitable for the disposal of household waste collection or household amenity waste disposal. Instead, the County Council has made provision for the Borough's household waste to be disposed of at the Northfleet landfill site (formerly Baker's Hole), which is just outside the Borough boundary in Swanscombe. The County Council has also provided a household amenity waste reception facility at Pepper Hill depot, again just outside the Borough boundary in Southfleet. Together with the existing Cuxton household amenity waste site in Rochester-upon-Medway, households in Gravesham have adequate access to such disposal facilities. No further specific provision is required in the Plan. With regard to the recycling of waste, the Borough Council will promote a policy of recycling suitable materials.

Development On or Near Sites Used for the Deposit of Refuse or Waste

- 11.8 Landfill sites can give rise to problems from landfill gas (mainly methane and carbon dioxide), not only within the site itself but also from the migration of such gas beyond the site. The Borough Council is required by the General Development Order 1988 (as amended) to consult the Kent County Council, as the waste disposal authority, before granting planning permission for development within 250 metres of land which is, or has at any time in the last 30 years, been used for the deposit of refuse or waste. A number of such sites exist in Gravesham. In addition, the Borough Council will, in association with other appropriate agencies, assess the implications for development which may be affected.

~~**Policy M2**~~

~~*The Borough Council will notify the Kent County Council, as Waste Disposal Authority, of all applications for development which is on land which has within the past 30 years been used for the deposit of refuse or waste or is within 250 metres of such a site. Where appropriate, such applications will be refused or schemes will be required for the management of landfill gas and for appropriate construction methods, to give protection against potential landfill gas hazards.*~~

Aggregates

- 11.9 Potential reserves of aggregates within the Borough are identified in the Kent Minerals Local Plan: Construction Aggregates. This identifies an area of sand and gravel in the vicinity of Queens Farm and East Court Farm, Shorne. The Approved Kent Structure Plan indicates a presumption in favour of proposals for marine terminals and wharves and rail depots, to receive and process imports of marine dredged aggregates, drystone and other aggregates on appropriate sites. Marine terminals already exist and the Borough Council therefore considers the requirements of the Approved Kent Structure Plan have been properly met. Any future proposals for new wharves or the extension of existing wharves will be determined by the Minerals Planning Authority. The Borough Council will give its views to the Minerals Planning Authority in accordance with Policies R1 and R2 and the transport policies of this Plan.

The Cement Industry

- 11.10 Northfleet Cement Works was the largest cement works in Europe when completed in 1971. It is operated by Blue Circle Industries plc. Production capacity has now been reduced to two kilns, one of which is currently mothballed. Northfleet Works is supplied with chalk from

Eastern Quarry, Stone, Dartford and from Holborough Quarry in the Medway Gap. Clay is supplied from South Ockenden, Essex.

- 11.11 The Swanscombe Washmills at Eastern Quarry is an integral but separate part of the Northfleet Works. A chalk slurry mixed with clay is pumped along pipelines from the Washmills to the Works.
- 11.12 Northfleet Works fronts onto the River Thames. Northfleet Wharf is in active use and forms part of the Commercial Riverside covered by Policies R1 and R2 in this Borough Plan Review.
- 11.13 Kent County Council, as Minerals Planning Authority, is preparing a Minerals Local Plan for Chalk and Clay, in order that the issue of reserves of raw materials for this industry can be properly considered in a planning context.

Chapter 12

Transport

12. TRANSPORT

The Situation as Surveyed

- 12.1 Travel patterns in Gravesham have not been studied since the mid 1970's when as part of the work on the North West Kent Transportation Study, cars and motorcycles catered for more than half of all trips. Recent projections to the year 2008 by the Department of Transport and by Kent County Council suggest a substantial rise in vehicle ownership and usage.
- 12.2 The Department of Transport's publication "Roads for Prosperity" (Cmnd 693) published in May 1989 indicates that there have been large increases in the demand for all forms of transport and that traffic on the roads has increased by 35% since 1980 and that nationally there are now over 23 million vehicles. National Traffic forecasts contained in that document suggest that traffic growth will increase between 1988-2025 in a range from 83% to 142%. A study produced by Kent County Council, entitled "Traffic 88", puts the figure for traffic growth in Kent higher still than the national forecast - the forecast range in Kent being from 142% to 273% above 1988 levels. More recent data suggests that these forecasts will be exceeded.
- 12.3 Public transport in Gravesham is provided by bus, rail, ferry and taxi services. Bus services and the Gravesend - Tilbury ferry have suffered declining patronage in recent years. Services have been adjusted to meet the changing market and following deregulation in 1986, bus services are provided by a number of operators. There is an increasing tendency to the use of smaller vehicles. Where a car is available, very few people choose to travel by public transport, with the notable exception of commuting to London, where traditionally the train has been a very significant means of transport and has achieved increased patronage in recent years. Commuting by coach has recently become a more significant element in travel patterns.

The Borough Council's Approach

- 12.4 The link between transport and land use is recognised and the Borough Council's objectives in conjunction with the Kent County Council as Highway Authority are to provide accessibility and to maintain a workable transport network, making the best use of the existing facilities and improving them where necessary. The main elements in the approach are:-
- (a) Identification of a hierarchy of roads as a basis for transport planning and traffic management.
 - (b) Promotion of new or improved roads particularly where this is necessary to support economic regeneration.
 - (c) Improvement of roads where this is necessary to reduce danger or congestion, facilitate traffic flow or improve the environment.
 - (d) Improvement of facilities for public transport.
 - (e) Creation of a safe, efficient and attractive network of pedestrian routes and associated landscaped areas.
 - (f) Requirements for landscaping and other noise reduction measures in respect of new road schemes and other transport infrastructure.
- 12.5 It is important for the Borough Plan Review to identify a primary highway network onto which most traffic movements will be channelled. This will allow the best use to be made of existing roads and indicate priorities for expenditure of funds on road maintenance. In

determining planning applications, the Borough Council will need to have regard to the capacity of the highway network and to the immediate impact of proposed development on highway safety.

- 12.6 Kent County Council is the Highway Authority and controls policy and finance for highway maintenance and construction in Gravesham. The Borough Council acts as its agent in a number of highway matters and aims to be realistic in making transport proposals in this Borough Plan Review. Schemes which are unlikely to be implemented within the Plan period may well cause unnecessary blight. The Borough Council will urge that schemes which are realistic and which support the objectives of this Borough Plan Review should be built. It is particularly concerned to identify:-
- (a) Schemes which will support employment either by helping to protect existing jobs or by helping to create new jobs.
 - (b) Schemes which will help improve conditions for pedestrians and cyclists and the environment of the town centre.
 - (c) Schemes which are necessary to enable development proposals of this Plan to be implemented.
- 12.7 The needs of public transport in terms of land are likely to be minimal, and the future success of public transport is more likely to be related to levels of patronage, accessibility, administrative arrangements and financial support. In appropriate cases consideration will be given to bus preference schemes.

Policies and Proposals

General Policy for Transport

~~*Policy T0*~~

~~*The Borough Council will seek to achieve:-*~~

- ~~*(i) The most effective use of the existing highway network and the promotion of new or improved roads for the benefit of residents and to facilitate development opportunities in the Borough.*~~
- ~~*(ii) Better facilities for public transport users, pedestrians and cyclists.*~~
- ~~*(iii) Highway safety and environmental improvement measures for the benefit of all transport users and residents of the Borough.*~~

Impact of Development on Highway Network

- 12.8 The Approved Kent Structure Plan identifies a hierarchy of inter-urban roads throughout the County but this classification does not refer to the function of roads within individual urban areas. In order to provide an adequate framework within which to consider development proposals, all roads in the Plan area have been categorised according to their local function, using the Department of Transport's document "Roads in Urban Areas":-
- (a) Primary Distributors
These roads form the primary network for the town as a whole. All longer distance traffic to, from and within the Borough should be channelled on to the primary distributors.

(b) District Distributors

These roads distribute traffic within and between the residential, industrial and principal business districts. They form the link between the primary network and local distributor roads.

(c) Local Distributors

These roads distribute traffic within the residential, industrial, principal business districts and environmental areas (ie. areas free from extraneous traffic in which considerations of environment predominate over the use of vehicles). They form the link between district distributors and access roads.

(d) Access Roads

These roads give direct access to buildings and land within the principal districts and environmental areas of the town.

Primary distributors, district distributors and local distributors are shown on the Proposals Map. All other roads are classified as access roads and are not specifically identified on the Proposals Map.

- 12.9 The Kent County Council as Highway Authority, issues policies in relation to the use of the highway network. In the past these have been incorporated in the Transport Policies and Programme document. The Borough Council would normally expect development to accord with these policies. Particular attention is drawn to policies T1, T2, T3 and T4 which relate to the use of the highway network.* It should be noted that the Department of Transport states that where relevant new developments will be required to demonstrate that specific provision has been made to provide adequate capacity on the A2 trunk road and its junctions. In so doing allowance will need to be made for the effects of the development for 15 years after its opening.

Footnote:

- * Only where an overriding case can be made in the context of Approved Kent Structure Plan policies for rural settlement, conservation, recreation, tourism, minerals, waste disposal, or derelict and despoiled land (See Appendix 3) will the local planning and highway authorities consider setting aside policies T1, T2, T3 and T4.

Policy T1

The Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network identified on the Proposals Map.

Policy T2

The Local Planning and Highway Authorities will seek to channel all traffic travelling through Gravesham on to the primary road network and to channel traffic between and within residential, industrial and principal business districts of the Borough onto the district distributors.

Policy T3

The Local Planning and Highway Authorities will not normally permit any proposed development that generates significant volumes of commercial vehicle traffic, if it is not well related to the primary and district distributor network.

Policy T4

The Local Planning and Highway Authorities will not normally permit any proposed development outside the confines of the built up area that generates significant vehicular or pedestrian traffic.

Access to the Identified Highway Network

- 12.10 In urban areas, turning movements account for a significant proportion of accidents. On major routes in rural areas, speed becomes an additional factor. New accesses can create further potential hazards, both by increasing the number of turning movements on urban roads and by creating additional potential obstructions on the rural road network. It is particularly important that the main highway network of primary, district and local distributors should remain free of new accesses.

Policy T5

The formation of new accesses or the intensification of use of existing accesses to the roads forming the highway network shown on the Proposals Map, will not normally be permitted, except where no danger would arise and where a properly formed access can be created in a location and to a standard acceptable to the Local Planning and Highway Authorities.

New Roads

- 12.11 The road infrastructure of the Borough is clearly an important factor in bringing about new development, upgrading the environment and in changing and improving the image of the area.
- 12.12 The Department of Transport's Publication "Roads for Prosperity" refers to a number of proposals or studies of national and regional importance which may affect Gravesham or be in its vicinity. These include:-
- (a) Widening of the M25 to dual 4 lanes.
 - (b) Improvements to the M25/A282/A2 at Dartford involving the Dartford-Thurrock crossing, approach roads and the associated junctions.
 - (c) Lower Thames Crossing - a proposed study to provide relief to the east side of M25, between Kent and Essex.
 - (d) Route assessment and scheme identification study for the A2 between Bean and the M2.
 - (e) A scheme to widen the M2 motorway.

Where these routes directly affect Gravesham, the Borough Council will seek to be involved in the formative stages of the proposals. Those new roads which are considered necessary to meet the planned objectives of this Borough Plan Review are shown on the Proposals Map, either as formal proposals (where there is a realistic possibility of their implementation within the Plan period to 2001) or as safeguarded routes (where they look to be longer term than the Plan period). The position regarding these will be kept under review.

South Thames-side Development Route (A226 Diversion)

- 12.13 A replacement route for the main inter urban highway of North West Kent (A226) is badly needed and will provide the key which will enable a number of sites to be developed or redeveloped and will also improve communications with and between the urban areas of the

East Thames Corridor and help relieve the overloaded A2 Trunk road. When fully completed, the route will run from Gravesend Town Centre to A282/M25 at the Dartford Tunnel and onto South East London, where it will connect with the planned East London River Crossing. This route was previously known as the Thames-side Industrial Route.

- 12.14 One section of the South Thames-side Development Route (Stage 5) has already been constructed in the Borough and is known as Thames Way. This runs from the A2260 Springhead Road to Gravesend Town Centre, with connections from it to Crete Hall Road and to the Imperial Business Estate. Stage 4 will run west from the A2260 Springhead Road to A226 Stonebridge Road, Northfleet. Stages 3 and 2 have been initially planned to run west from Stage 4 into Dartford Borough. At the Dartford Crossing, Stage 1A is complete. Stage 1B will run eastwards from the crossing to the A2261/B255 junction (Station Road at Greenhithe). This is largely development funded in connection with the proposed development of Blue Water Park.
- 12.15 The design and alignment of the route from Station Road, Greenhithe to Northfleet is under review by the Highway Authority and consideration will be given to alternative proposals. The major length of Stage 4 is common to all proposed alignments. The current alignment, which originated on the North West Kent Town Map (approved 1978), will be safeguarded until such time as any fresh proposals may be put forward by the Highway Authority. The route is shown in the Highway Authority's Transport Policies and Programme for a scheduled start in 1995/6 (subject to funding).

Policy T6

The Borough Council will safeguard that part of the South Thames-side Development Route (A226 Diversion) which falls within the Borough, as shown on the Proposals Map. Development which would prevent or impede the implementation of this road proposal will be resisted.

Medway Towns Northern Relief Road

- 12.16 Kent County Council intends to implement a Northern Relief Road for the Medway Towns within the Plan period. It would start at a new interchange with the existing A2/M2 and run north of the settlement at Three Crutches. It would then cross the A226 (Gravesend Road), before passing to the north of Strood. This section of the scheme is known as the Wainscott Northern Bypass. A tunnel would carry the route under the River Medway and it would then cross Chatham Maritime (the former Chatham Dockyard), before swinging south through Gillingham Golf Course to rejoin the existing A2.
- 12.17 A public consultation exercise was undertaken by the County Council in the summer of 1987, when two alternative routes for the section through Gravesham were considered. The County Council subsequently approved the Outer Route for the Wainscott Northern Bypass. Following representations from Gravesham Borough Council, the County Council recommended in December 1988 that the approved Outer Route (close to Higham) and the Inner Route (close to the Strood area of the Medway Towns) should be progressed in more detail. The further views of Gravesham and Rochester-upon-Medway City Councils would then be obtained before the submission of a planning application.
- 12.18 Rochester-upon-Medway City Council reaffirmed its support for the Outer Route, whilst Gravesham Borough Council indicated a preference for the Inner Route, if the road was considered essential. The Kent County Council considered the views of both Councils and reaffirmed its decision to adopt the Outer Route. A planning application for the scheme was submitted by the Kent County Council to which the Borough Council raised a number of fundamental objections. The Secretary of State for the Environment decided not to "call-in"

the planning application and hold a local public inquiry but subsequently, in 1993, a local public inquiry was held into the Compulsary Purchase Order, Side Roads Order and Motorway Scheme. The Outer Route is shown on the Proposals Map, as it is an adopted highway proposal.

~~**Proposal PT1**~~

~~**A route for that part of the Medway Towns Northern Relief Road which lies within the Borough and for the associated alterations to the existing junction of the M2 and A2 at Three Crutches is shown on the Proposals Map. Development which would prevent or impede the implementation of these road proposals will be resisted.**~~

Town Centre Road Network

- 12.19 The Borough Council has made significant strides in improving the environment of Gravesend Town Centre through encouraging appropriate developments and through the Impact Project, which for its first three years was a joint project with Kent County Council. A number of side streets have been partly pedestrianised and their environmental quality improved.
- 12.20 However, over the next few years, Gravesend Town Centre is likely to be under increasing pressure, particularly if a major sub-regional shopping centre at Blue Water Park, Dartford, only some 4 miles away, goes ahead. Gravesham Borough Council is committed to improving the environment of the Town Centre and additionally needs to respond to changing shopping patterns. Its response in retail policy is outlined in Chapter 5 (Shopping). One of the approaches must be in terms of improving the environment of Gravesend Town Centre for pedestrians, motorists and users of public transport. The Town Centre Initiative has been launched to address these issues.
- 12.21 A key element has been the removal of through traffic from the main shopping streets of King Street and New Road. The traffic displaced from King Street and New Road (which previously formed a one way section of the A226), has been routed around Parrock Street, Lord Street, Windmill Street, Stone Street, Clive Road and Darnley Road. A gyratory system to unlock the junction of New Road, Bath Street and Darnley Road is under consideration. The requirements of public transport to serve the Town Centre are also very important and need to be accommodated. With the construction of the South Thames-side Development Route Stage 5, the redevelopment of the Imperial Business Estate and significant new developments in the West Street area, widening of West Street from Bath Street to Clifton Marine Parade will also be an important part of the Town Centre road network.

~~**Proposal PT2**~~

~~**It is likely that the following road proposals shown on the Proposals Map will be implemented within the Plan period:-**~~

- ~~**(i) Gyratory system at New Road/Darnley Road/Garrick Street/Barrack Row, Gravesend.**~~
- ~~**(ii) West Street widening (Bath Street to Clifton Marine Parade).**~~
- ~~**(iii) Gravesend Town Centre two-way northern route.**~~

~~**Development which would prejudice the implementation of these schemes will be resisted.**~~

Road Improvements Associated with Development Sites

North East Gravesend

- 12.22 Improved access is needed to the land indicated in proposal PM9 to enable development to take place.

~~Proposal PT3~~

~~Kent County Council intends to carry out improvements to the Lion Roundabout, Denton (on the A226), to provide a fifth leg which will facilitate in part the development of the land indicated in Proposal PM9 and the further relocation of the North West Kent College to its Denton site.~~

Access to the Eastern Industrial Areas of Gravesend

- 12.23 Road access to the industrial areas of Gravesend at Albion Parade, the Canal Basin, Norfolk Road Industrial Estate and Denton is poor. Some improvement has taken place with the construction of the extension to Canal Road, linking the Canal Basin with Norfolk Road Industrial Estate, and bypassing the residential area of Norfolk Road. However, the route still forms a long cul-de-sac, which draws all industrial traffic back into the town centre at Ordnance Road. Between Ordnance Road and the A2, heavy goods traffic has to traverse several unsuitable town centre and residential roads. Whilst new road proposals could not be justified on the basis of bringing further land forward for development, some improvement is justified on environmental and traffic grounds. However, a scheme has yet to be devised and accordingly nothing can be shown on the Proposals Map. It is expected that such a scheme would be funded by development. In the meantime, the inadequacy of the existing access may constrain further development and redevelopment in this area.

~~Policy T7~~

~~The Borough Council will continue to seek improved road access to the eastern industrial areas of Gravesend and will in the meantime resist development which will significantly increase the use of Ordnance Road by heavy commercial vehicles.~~

Improvement of A227

- 12.24 The A227 forms the major access road to Gravesend Town Centre from the south. However, between Culverstone Green and Meopham Green, the road is poorly aligned and it is the Borough Council's intention to seek improvements by realignment, particularly at difficult bends and where necessary by widening. The Borough Council recognises that it is a rural road, that urban standards will not be appropriate and that the route must be well landscaped. There are a number of places along the route where the road passes through settlements, and in such places improvement could not be carried out without adversely affecting their character. Phase 2 would improve the length between Willow Walk, Culverstone Green and Killick Mill bend at Meopham Green. The scale of the Proposals Map does not allow the scheme to be shown in detail.

~~Proposal PT4~~

~~The Borough Council will seek improvements to the A227 in the rural area, involving widening and some realignment in a number of places between Meopham Green and Culverstone Green.~~

Other Schemes

- 12.25 A number of other roads require improvement on their present alignment in order to overcome local hazards. It is not possible to show these on the Proposals Map bearing in mind their small scale. In addition, some highway improvements are required in connection with the development of land identified in this Plan. Each of these will be considered on its merits and those associated with development will have to be funded by the developer.

Traffic Management

- 12.26 Where no new development or road building is proposed it is sometimes possible to improve traffic and environmental conditions by traffic management and/or traffic calming. In general, these improvements take place within the existing highway limits. As such they do not have any land use implications and are not shown on the Proposals Map.

Policy T8

~~*Traffic management measures will be introduced as appropriate to realise the best use of the highway network in terms of safety, traffic capacity and environmental conditions. Where suitable alternative routes exist, the use of heavy commercial vehicles will be discouraged in areas of sensitive environment or on such roads where it is considered expedient to preserve or improve the amenities of the locality.*~~

Housing Estate Layouts

- 12.27 Since production of the original Borough of Gravesham Local Plan, the Kent County Council has published a design guide (Kent Design Guide, 1988). Part 2 of this is entitled “Highway Standards and Estate Layout” and deals with such matters as layout, access, garaging and parking, services, highway standards and geometric design.
- 12.28 Thoughtful design will improve the built environment and will make proper provision for the movement, parking and garaging of vehicles whilst ensuring that they do not dominate the housing they are designed to serve, and provide a safe environment for pedestrians. Where appropriate, developers will be encouraged to build in the latest “Traffic Calming” measures to reduce traffic speeds within residential areas.

Policy T9

The Borough Council will expect the highway layout of new residential developments to comply with the Kent Design Guide and the Vehicle Parking Standards, but in appropriate circumstances will encourage the use of “Traffic Calming” measures in consultation with the Kent County Council as Highway Authority.

Public Transport

- 12.29 Since the existing Borough Plan was produced, radical changes have taken place in the operation of bus services but against a general background of declining patronage. Demand for rail travel has remained more buoyant, particularly for commuting to London. Public transport will always be important for those sections of the population which do not have access to a car. As patterns of development and transport needs change, regular reviews of public transport services and facilities will be required. The Kent County Council will continue to provide financial assistance for those services which are needed for social reasons but cannot be maintained on a self-supporting basis. Continued traffic growth is likely to necessitate a new approach to the management of town centres in the future.

- 12.30 Where possible, operating conditions for public transport in Gravesend Town Centre will be improved. The special needs of public transport will be borne in mind following the pedestrianisation of New Road and King Street.
- 12.31 The ferry service to Tilbury is considered to be an essential public transport link by both Kent and Essex County Councils. The Kent County Council in conjunction with the Borough Council, will seek to ensure that public transport services and facilities are regularly reviewed, in the light of changing patterns of development and transport needs. They will seek closer co-ordination and integration with the overall transport network.

Policy T10

~~*Appropriate provision will be made for continued bus operations in the Town Centre following pedestrianisation. The Borough Council will continue to press for the ferry service to Tilbury to be retained in the public interest.*~~

Improving Conditions for Pedestrians

- 12.32 During the Plan period the Borough Council intends to improve conditions as opportunities arise. A number of improvements to the pedestrian environment in Central Gravesend have already been carried out and the Borough Council intends to continue with this approach. The most significant improvements, which have been achieved, are the removal of through traffic from the main shopping streets of New Road and King Street.
- 12.33 As well as the maintenance and creation of recreational footpaths in the rural area (see Chapter 10 Leisure and Tourism) it is also important to have regard to the safety of pedestrians, particularly along the rural road network where few roads have footpaths. The Borough Council will have regard to pedestrian safety in considering whether to press the Kent County Council for pedestrian footways or verges alongside certain roads.

Cycling

- 12.34 Cycling in Gravesham is both a means of transport, particularly for short trips, and recreational pursuit. Encouragement of cycling would be helpful in reducing demands on the transport system. Ideally, cyclists should be provided with their own routes away from other traffic but this is rarely achievable in practice. The main requirements are seen to be the provision of facilities for the parking of cycles, particularly in the Town Centre and the provision of recreational cycling routes as opportunities arise. There may be scope for a long distance cycling route along the rural riverside.

Policy T11

~~*The Borough Council will encourage the use of cycles, both as a means of transport and as a recreational pursuit and, to this end, intends to make provision for cycle routes as opportunities arise.*~~

Facilities Related to the A2 Trunk Road

- 12.35 Only a comparatively short length of the A2 Trunk Road, the busiest highway in Kent - lies within the Borough but it is nevertheless an important stretch. In the western part of the Borough, the A2 forms the clearly defined boundary of the urban area, with Green Belt to the south. East of Gravesend, there is the first significant break in urban development in the road's journey from London. This gap between Gravesend and the Medway Towns is particularly important. The road splits at the Borough's eastern boundary to form the A2

(which continues through the Medway Towns urban area) and the M2, on which there are no facilities until Farthing Corner Services at Gillingham.

- 12.36 The Borough Council is under pressure to allow developments which provide a service function for the A2. Such pressures need to be considered with care. Further developments in the small but important rural stretch of the A2 in the Borough would undermine the Green Belt and countryside protection policies. The scope for A2 related facilities on the urban edge of Northfleet and Gravesend is limited and care needs to be taken on siting, design, landscaping and the content of any such proposal.

Policy T12

~~*In the Green Belt the Borough Council will resist the creation of new facilities related to the A2 and will generally resist the expansion of existing facilities. In the urban area, the Borough Council will judge such proposals on their merits but will expect any such scheme to be:-*~~

- ~~*(i) Well related to an existing A2 junction, to avoid the need for A2 traffic to use local roads.*~~
- ~~*(ii) To minimise any impact on existing adjacent development, particularly where that is residential.*~~

M2 Widening and A2 Study

- 12.37 The Department of Transport is currently investigating schemes to widen the M2 motorway and is also studying the A2 Trunk Road in the Borough. The junction between these two roads at Three Crutches is also due to be altered - see Proposal PT1.

Policy T13

~~*The Borough Council will resist any development which would prevent or impede schemes for the proposed widening of the M2 or improvements arising from the A2 study.*~~

Channel Tunnel Rail Link

- 12.38 Since July 1988 when the British Railways Board first proposed the construction of a high speed railway from the Channel Tunnel at Folkestone to London, the Borough has been subject to a number of consultation exercises on routes across it. The Borough Council while accepting the need for such a railway, has consistently sought to minimise the environmental impact which such a railway would have on the residents of Gravesham.
- 12.39 In March 1993, the Secretary of State for Transport announced the selection by the Government of a route for consultation running along the south side of the M2/A2, from the eastern Borough boundary at Three Crutches to Pepper Hill, Northfleet, where it turned north east under the trunk road and up the Ebbsfleet Valley, towards a tunnel under the Thames from Swanscombe Marshes in Dartford Borough. In February 1994, the Secretary of State announced the safeguarding of a slightly modified route in Gravesham, followed up by a further safeguarding in the Pepper Hill area in June 1994. It was announced in August 1994 that the Ebbsfleet, lying astride the Borough boundary, is to be the location for an international domestic station. Land for this is not included in the safeguarding shown on the Proposals Map.
- 12.40 The Proposals Map shows the land covered by the safeguarding direction. This includes both land upon which the railway will be built and land that is required for construction purposes

and will be returned to its original or other use afterwards. The safeguarding direction for the Rail Link has been issued by the Secretary of State for Transport and it is not a proposal of the Borough Council. The route in question has not and will not be determined through the development plan process. The Borough Council has to consult Union Railways and the Department of Transport on all planning applications submitted in the safeguarded zone (surface interest) and those meeting certain conditions on the safeguarded zone (sub surface interest).

- 12.41 The safeguarded zone is shown as overlapping with land currently annotated for two highway schemes shown on the Proposals Map; Wainscott Northern Bypass and the South Thames-side Development Route Stage 4. As far as is known at this stage, both road schemes can be implemented without prejudice to the Rail Link and vice versa. In view of the late stage in the process of plan preparation at which this safeguarding direction has been made, no account has been taken of it in any other of the Borough Plan Review's policies and proposals.
- 12.42 It is currently expected that the Rail Link will be proceeded with by means of a Hybrid Bill submitted to Parliament. It will be possible for those directly affected, including the Borough Council, to petition Parliament for alterations. If and when the Royal Assent is given to the proposed Bill, the effect will be to grant outline planning consent for the Rail Link.
- 12.43 The Borough Council continues to be concerned over the environmental impacts of the proposed Rail Link in Gravesham and will seek to discuss the matter with the Department of Transport, the Department of the Environment, Union Railways and other appropriate bodies.

Policy T14

~~*The Borough Council will continue to seek an acceptable level of environmental protection on any scheme that may be proposed for a new railway across Gravesham. The current safeguarded zone for the Channel Tunnel Rail Link is shown on the Proposals Map.**~~

~~**Very Important On the advice of the Government Office for the South East, the safeguarding shown on the Proposals Map reflects the situation at the time of the Borough Plan Review's adoption. It should be noted that this safeguarding has been subsequently revised and those who consider that they may be affected are therefore advised to consult the latest safeguarding directions and plans.*~~

Chapter 13

Parking

13. PARKING

The Situation as Surveyed

- 13.1 The provision of an adequate supply of parking spaces is clearly important for the life of the Borough's commercial centres, especially Gravesend Town Centre.
- 13.2 Car parking in Gravesend Town Centre has been studied as part of the work on the North West Kent Transportation Study. At present there are around 2,800 off-street public car-parking spaces in Central Gravesend, as defined on the Proposals Map. In addition, nearly 2,000 car parking spaces are available or are proposed on Imperial Business Estate. These are capable of use by the public visiting this site or the Town Centre. During the Plan period, pressures for development on existing surface car parks may well reduce the available car parking, unless additional provision can be made elsewhere in the Town Centre.

The Borough Council's Approach

- 13.3 The Borough Council's objective is to maintain an adequate supply of publicly available parking facilities, particularly in Central Gravesend. The main elements of the approach are:-
- (a) Identification of new parking facilities.
 - (b) Policies to protect existing facilities as far as possible.
- 13.4 The Borough Council's approach is to carefully monitor the supply of public car-parking facilities and to take any opportunities to provide additional spaces to offset expected losses, arising from the development of sites. At some critical locations, such as Parrock Street, there will be a need to ensure that public spaces lost are replaced as a requirement of the development.
- 13.5 In 1986, Kent County Council prepared revised vehicle parking standards, as a basis on which to assess whether adequate parking provision is made in new development seeking planning permission. Gravesham Borough Council adopted these standards (with a local interpretation) in 1987. A further review is currently in progress. In applying vehicle parking standards, the Borough Council will wish to draw a careful balance between the need to provide adequate parking facilities and the wish in many instances to see development proceed.

Policies and Proposals

Public Car Parking in Central Gravesend

- 13.6 The Borough Council will endeavour to maintain an adequate supply of public car parking in Central Gravesend throughout the plan period. To this end, it will carefully monitor the situation.

~~Policy P1~~

~~The Borough Council will seek to maintain an adequate supply of publicly controlled off-street parking spaces within Central Gravesend through the Plan period and will promote new parking spaces, as the need and opportunities arise, either temporarily or permanently, so far as this is consistent with the other policies and proposals of this Plan. The Borough Council will also encourage schemes for the use of private non-residential car parking spaces by the public, at appropriate times, and will, in~~

~~association with Kent County Council, examine the scope for parking on street within the Plan area.~~

In pursuance of Policy P1:-

~~**Proposal PP1**~~

~~The Borough Council will seek to achieve the optimum level of public car parking provision, consistent with other objectives of this Plan, as developments take place, in accordance with the Proposals Map by requiring development at each of the following sites to incorporate public car parking facilities, in addition to parking required under Policy P3:-~~

- ~~(i) — Horn Yard, Bull Yard and the Open Market~~
- ~~(ii) — Milton Place~~
- ~~(iii) — Parrock Street~~
- ~~(iv) — Eden Place~~

Car Parking Pricing Policy

- 13.7 It is not sufficient merely to ensure that sufficient public car parking spaces are available in the Town Centre. A balance needs to be drawn to ensure that the differing requirements of shoppers, commuters and Town Centre workers are met.

~~**Policy P2**~~

~~The Borough Council will, in association with Kent County Council, as Highway Authority, regulate the use of publicly available parking in Central Gravesend by pricing policies and also in the case of off-street parking, by controlling the opening hours of each car park, in order to ensure that the correct balance is maintained between long and short stay parking.~~

Provision of Public Car Parking Elsewhere

- 13.8 A small number of publicly available off-street car parks are operated elsewhere in the Borough and are normally associated with local centres or are provided by British Rail specifically for the use of train travellers. Some provision is also made related to the A2 trunk road.

Lorry and Coach Parking

- 13.9 The provision of off-street parks for lorries and coaches is a concurrent function of the Borough Council and of the Kent County Council as Highway Authority. Provision is made for facilities associated with the A2 trunk road. Although there is a need for such facilities in the urban area, in order to reduce the incidence of overnight parking in the street, it has not been possible to identify a suitable site.

Policy for Vehicle Parking Standards

- 13.10 It is important that sufficient provision for car parking should be made to serve new development. Occasionally, there may be good reasons why provision or full provision cannot be made on the site of the development, in which case the Borough Council will require developers to contribute financially to the provision of the balance of the car-parking, in publicly controlled off-street car parks.

- 13.11 Since the 1986 Vehicle Parking Standards were produced, changes have been made to the Use Classes Order and in some cases, particularly in employment uses, it is difficult to equate the use class to a particular parking standard. This is likely to be a special problem with the new B1 Use Class, which covers a wide range of activities.

Policy P3

The Borough Council will expect development to make provision for vehicle parking, in accordance with the Kent County Council Vehicle Parking Standards, as interpreted by Gravesham Borough Council, unless justified as an exception. All vehicle parking provision should normally be made on the development site. In the case of proposals for development in Class B1, as defined in the Town and Country Planning (Use Classes) Order 1987, the Borough Council will expect car parking provision to be made at the standard for offices and will also require lorry parking and manoeuvring areas to be provided, unless the applicant is willing to enter into an agreement to restrict the uses to which the permission relates.

The Vehicle Parking Standards, including Gravesham Borough Council's local interpretation, are available as supplementary planning guidance.

Commuted Car Parking Payments

- 13.12 Occasionally, there may be good reason why provision or full provision for vehicle parking should not be made on the site of the development. Normally, these situations will only arise in Central Gravesend and will be because the Borough Council wishes for townscape reasons, to permit a development which could otherwise not be accommodated on the site or, in the interests of the pedestrian environment, wishes to restrict the amount of traffic calling at the site itself. In such cases, the Borough Council will require developers to contribute financially to a fund for the provision of the balance of the car parking in a publicly controlled off-street car park.
- 13.13 The purpose of the fund is to provide extra publicly available car parking space in the Town Centre, over the shortest possible time. However, there will inevitably be a degree of uncertainty about the speed at which the fund is likely to build up and therefore in order to permit a flexible approach, it is proposed that the fund will be deployed in one or more of the following ways:-
- (a) Quantitative improvements to existing Town Centre car parks

This may include layout alterations incorporating adjacent land or in the case of a multi-storey car park, providing an additional deck. Rathmore Road and Milton Place are examples of locations where existing surface car parking may be increased by the acquisition of further land.
 - (b) Bringing forward the development of new sites within the Town Centre where additional publicly available car parking will be a significant part of the total development package

Horn Yard, Bull Yard and the Open Market, Parrock Street and Barrack Row are locations where such an approach may be appropriate.
 - (c) The acquisition or construction of new surface or multi-level car parks readily accessible to the Town Centre

This is likely to be a more expensive and long-term option.

~~**Policy P4**~~

~~*In appropriate cases and normally in Central Gravesend, developers will be encouraged to provide all or some of their car parking provision in publicly controlled car parks, by making financial contributions to the Borough Council.*~~

Exceptions to the Vehicle Parking Standards - Change of Use of Buildings

- 13.14 The Borough Council recognises that insistence on the full application of the Vehicle Parking Standards could prejudice some developments, including the change of use of existing buildings or minor extensions to existing buildings and that this could in turn prejudice other objectives of this Plan and lead to a deterioration in buildings. This is likely to be a particular difficulty where the proposal is to convert large older houses into flats.

Policy P5

In considering application for the change of use of buildings, the sub-division of existing dwellings or minor extensions, the Borough Council will seek to ensure that the Vehicle Parking Standards are met. However, where this would probably be prejudicial to the townscape or likely to lead to the building being unused or underused, the Borough Council may be prepared to consider a relaxation of the standards, provided this does not unduly exacerbate on-street parking problems in the area.

The Vehicle Parking Standards, including Gravesham Borough Council's local interpretation, are available as supplementary planning guidance. Reference should also be made to Policy H5.

Chapter 14

The Riverside

14. THE RIVERSIDE

The Situation as Surveyed

- 14.1 The River Thames forms an important feature in the character of Gravesham and it remains a major asset both in terms of transportation and in the amenity, leisure interest and historical associations afforded by it. The river frontage in Gravesham extends some 11 km (7 miles), from Broadness Marshes in the west to Higham Creek in the east.
- 14.2 The riverside has three distinctive areas in Gravesham:-
- (a) Over most of its length in Northfleet and Gravesend, the riverside has traditionally been the centre of the Borough's major manufacturing industries and their associated wharves and jetties. Although the use of the river for transport has declined, considerable investment has taken place at Tower Wharf, Northfleet Terminal and Denton Wharf. Redevelopment of Imperial Business Estate has opened up the possibility of improved public access and similar opportunities may arise east of the Canal Basin.
 - (b) In Gravesend Town Centre, the riverside contains the historic core of the town, as well as recreational facilities at the Gordon Promenade and its associated gardens and the Canal Basin. Substantial parts of this area are contained within conservation areas. In the West Street area, much of the river frontage has been redeveloped residentially in recent years.
 - (c) To the east of Denton, the riverside consists of remote marshland.

The Borough Council's Approach

- 14.3 The Borough Council's objective is to safeguard and enhance the riverside, in its various roles as a unique feature of the Borough. The main features of the approach are:-
- (a) Seeking to maintain the river frontage for uses related to water transport in the commercial riverside and encouraging the expansion and development of wharves.
 - (b) Conservation of the historic riverside in Gravesend Town Centre, promotion of its recreational role, increasing opportunities for public access to the river and improving the riverside walk.
 - (c) Conservation of the rural riverside and maintenance of its remote quality.

Policies and Proposals

The Commercial Riverside - Maintenance of the River Frontage for Water Transport

- 14.4 The length of river frontage in the commercial riverside is finite. The use of the frontage strip for purposes unconnected with river transport is wasteful of this asset. Nevertheless, the Borough Council would not wish to insist on uses connected with the river, if this would merely result in the land lying idle.

Policy RI

~~*In the commercial riverside, as shown on the Proposals Map, the Borough Council will have a preference for development adjacent to the river which requires a riverside location and makes use of the river as a means of transport. Any new buildings will need to be set back sufficiently from the water's edge, to enable access to be achieved*~~

~~to the river for wharfage purposes. Where appropriate and consistent with safety, a public riverside walkway or riverside access will be expected.~~

The Commercial Riverside – Wharves

- 14.5 In recognising the asset provided by the access to the river in the commercial riverside, the Borough Council accepts that existing wharves have been expanding their activities in recent years, with beneficial effects for local trade and employment.

~~Policy R2~~

~~Applications for the expansion of port traffic at the existing wharves fronting the commercial riverside and the development of new wharves on sites fronting the commercial riverside, will be supported in principle, subject in each case to the surrounding road system being adequate to deal with additional traffic. The Borough Council will resist the development of new wharves elsewhere in Gravesham.~~

The Town Centre Riverside

- 14.6 The conservation of a historical setting and the opportunity for recreational activities are seen as complementary. Along this part of the riverside, design of development will be very important. The Borough Council will be particularly concerned to protect and enhance the character of the Town Centre riverside as shown on the Proposals Map.

~~Policy R3~~

~~Along the Town Centre riverside, proposals which do not make a positive contribution to the riverside setting will not normally be permitted. The Borough Council will expect all applications to be accompanied by sufficient detail to enable the impact of the development to be assessed, whether or not the proposal falls within a conservation area and to protect important vistas. The Borough Council will also seek to extend the areas of public access to the river and its frontage, as opportunities arise and will encourage the development of recreational facilities.~~

The Rural Riverside

- 14.7 The Approved Kent Structure Plan contains Policy CC11 for the undeveloped coast which is intended to give protection to the unspoiled scenic quality and the scientific value of the undeveloped coastline. The Kent Countryside Plan indicates the rural riverside east of Denton as being subject to the undeveloped coast policy.

~~Policy R4~~

~~Policy CC11 of the Approved Kent Structure Plan, which relates to the undeveloped coast, will be applied to the riverside east of Denton, as shown on the Proposals Map.~~

Chapter 15

Major Sites

15. MAJOR SITES

The Situation as Surveyed

- 15.1 A number of sites have development potential, but the nature and form of any new development on them is, at present, uncertain. All are subject to competing pressures for different uses, and are of such a size as to be of considerable importance for the future of the overall planning strategy.

The Borough Council's Approach

- 15.2 Whilst the Borough Council does not wish to set down rigid criteria for the future development of these sites which might stifle development, it is keen to ensure that any proposals for them take full account of both the constraints and opportunities afforded by each site and also, the effect of proposals on the wider Plan area.

The sites are:-

PM1	Horn Yard, Bull Yard and the Open Market, Gravesend.
PM2	Land between Church Street and West Street, Gravesend.
PM3	Barrack Row, Gravesend.
PM4	Parrock Street and Lord Street, Gravesend.
PM5	The Canal Basin, Gordon Promenade and Gardens, Gravesend.
PM6	Imperial Business Estate, Gravesend.
PM7	Springhead Enterprise Park, Northfleet.
PM8	Land West of Wrotham Road, Gravesend.
PM9	Land at North East Gravesend.
PM10	Vale Road and Springhead Road, Northfleet.
PM11	East of the Canal Basin, Gravesend.
PM12	Northfleet Power Station, Northfleet.
PM13	Ferry Motors, Gravesend.
PM14	Wingfield Bank, Northfleet.

Proposals

Horn Yard, Bull Yard and The Open Market

- 15.3 This site is prominent and overlooks the river, lying between the northern ends of High Street and Queen Street. At present it contains the site of the Open Market and surface car parking.
- 15.4 The Borough Council has assembled the site into its ownership and in the longer term will promote a mixed redevelopment for housing, offices and public car parking. The Saturday Open Market will be retained on the site. The form of development proposed will assist in the regeneration of the north-east quadrant of Gravesend Town Centre, particularly the northern end of the High Street. In the short term, the Borough Council will rationalise the existing car parking use and carry out environmental improvements. The Borough Council will seek to make proper provision for access to the site in conjunction with the construction of the Two Way Northern Route.
- 15.5 As the site is close to the Historic Town Centre, it should be subject to archaeological investigation.



Proposal PM1: Horn Yard, Bull Yard and the Open Market

Proposal PM1

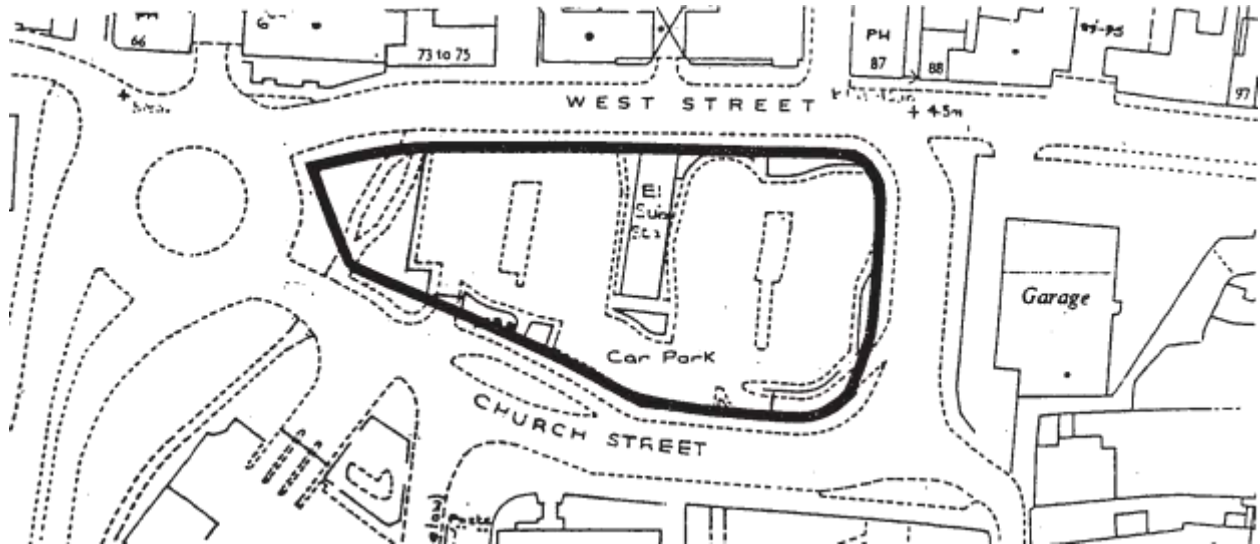
~~The Borough Council will promote the redevelopment of the Horn Yard, Bull Yard and Open Market site for a mixed use scheme containing offices, residential, shopping and public car parking. The Saturday Open Market will be retained on the site in or close to its present position. In considering detailed proposals, the Borough Council will have particular regard to its townscape and conservation policies and will give an opportunity for archaeological investigation on the site prior to development. In the short term the Borough Council will rationalise the existing car park use and carry out environmental improvements. The Borough Council will seek to make proper provision for access to the site in conjunction with the Two Way Northern Route.~~

Land between Church Street and West Street (North of St George's Church)

- 15.6 This is a very important site lying between the riverside, High Street Conservation Area, St George's Church and the St George's Centre. Following changes to the site boundaries related to the improvement of Bath Street and the construction of St George's Centre, the car park has been properly laid out and landscaped. The immediate future use of the site is therefore likely to remain car parking. However, the surroundings of the site have changed significantly with the redevelopment of sites in West Street and at the former Trumans depot (now known as The Maltings). Redevelopment is also in prospect to the east. The site has become a focal point and may provide an opportunity for a positive contribution to the environment of the Town Centre, if car parking can be made good elsewhere.

Proposal PM2

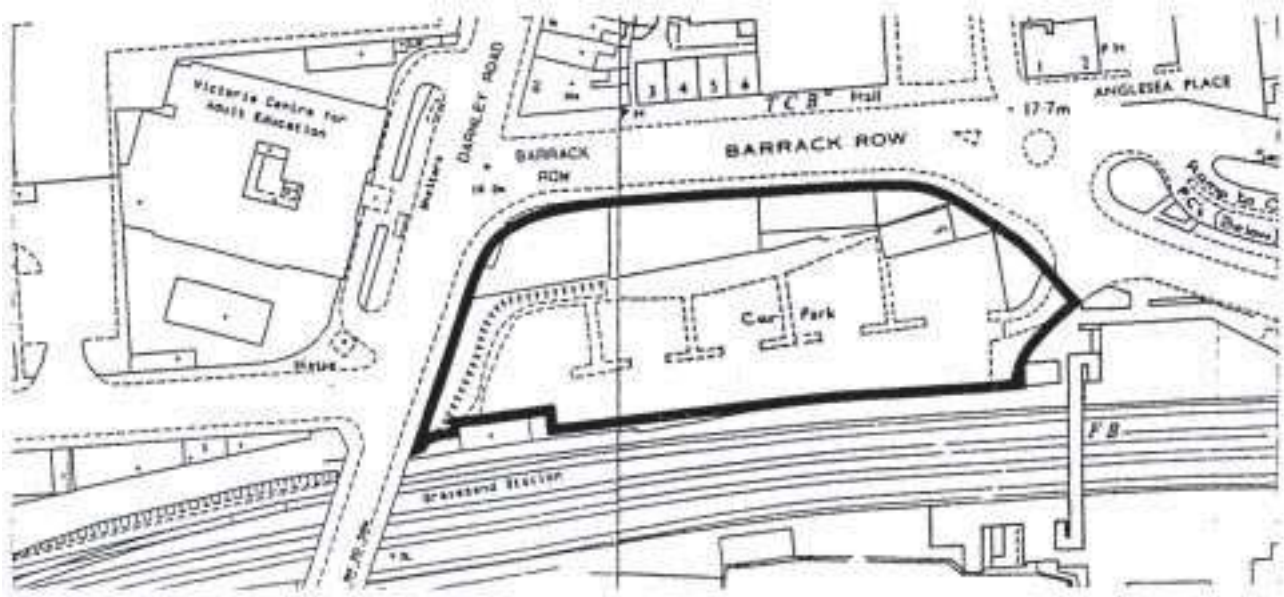
~~*The Borough Council will consider proposals for the site in the context of its prominent location and adjacent redevelopments and, if alternative car parking can be made available elsewhere, may promote the site as a major landscaped public space.*~~



Proposal PM2: Land between Church Street and West Street

Barrack Row

- 15.7 This site is situated on the north-western side of Gravesend Railway Station and is, at present, largely used for publicly available car parking. There are also two small business premises along the Barrack Row frontage. In the immediate future, these uses will probably remain.
- 15.8 In the longer term, other possibilities could be considered but any proposals should recognise that the existing level of car parking on the site needs to be maintained and, if possible, increased. There are two options for the future of this site;
- (a) Existing uses could remain throughout the Plan period.
 - (b) A large-scale redevelopment of the site to include a multi-storey car park and accompanying office development. At present, there is little pressure for this sort of development but during the life of the Plan this situation may change.



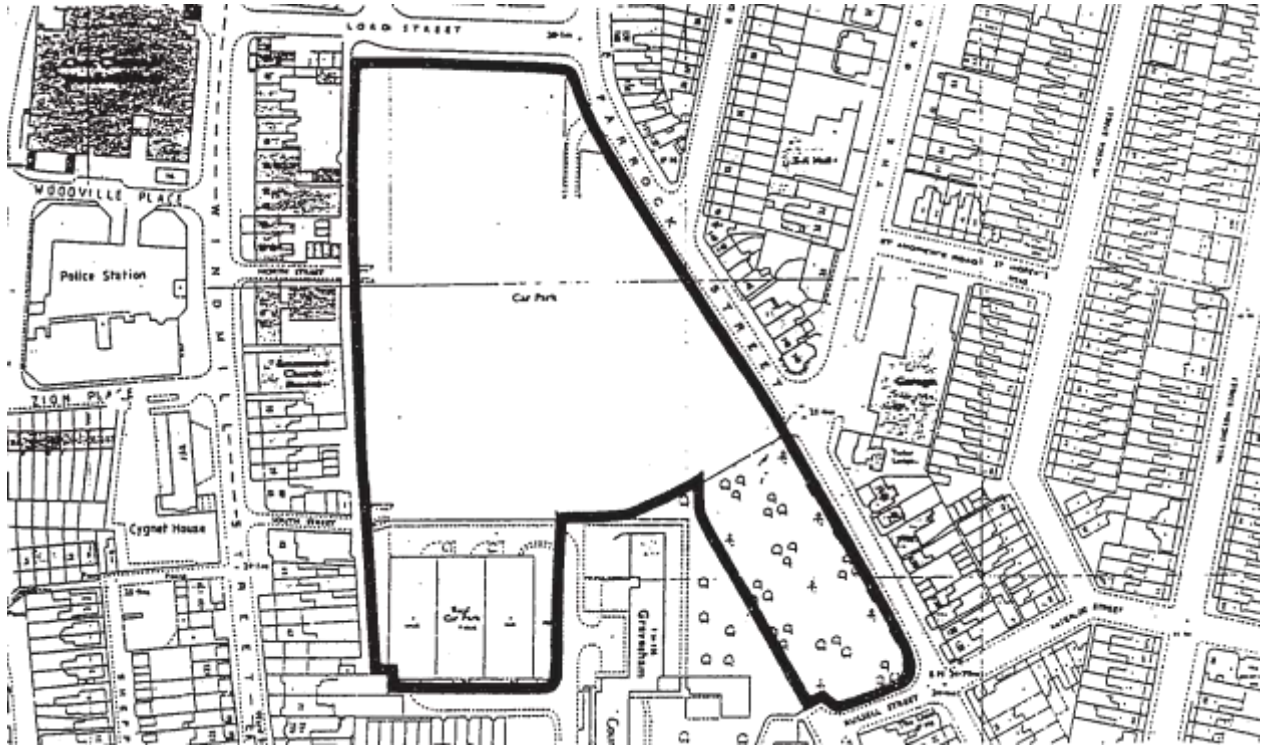
Proposal PM3: Barrack Row, Gravesend

Proposal PM3

Proposals for commercial redevelopment of the site will be considered on their merits, with particular regard to the employment, townscape and conservation policies of this Written Statement and the effect of proposals on the availability of public car parking in the vicinity of Gravesend Railway Station and the ability of the local road system to cope with the additional traffic generated by the development.

Parrock Street and Lord Street

- 15.9 Most of the area between Parrock Street, Lord Street and north of the residential developments at “Gravesham Court” and “Homemead” is at present used for public surface car parking and provides a significant proportion of the Town Centre public car parking stock. The remainder of the site consists of under-used residential parking and public open space. The land is well located as a potential development site; possibly for offices, retail or other appropriate Town Centre development. Retail may be in the form of a convenience goods superstore, possibly a relocation of an existing trader in the Town Centre. However, its restricted size and consequent need for decked car parking may limit its attractiveness. Bearing in mind its location away from the principal shopping streets, the site is not likely to be suitable for durable goods retail. Adequate provision has been made for retail warehousing at Imperial Business Estate and the Borough Council sees no justification for allowing such development at this location.
- 15.10 The present appearance of the site is poor in townscape terms, particularly bearing in mind its location adjacent to a conservation area and its prominent position. The future of the site and the resolution of these conflicting claims needs to be resolved in a development brief.



Proposal PM4: Parrock Street and Lord Street, Gravesend

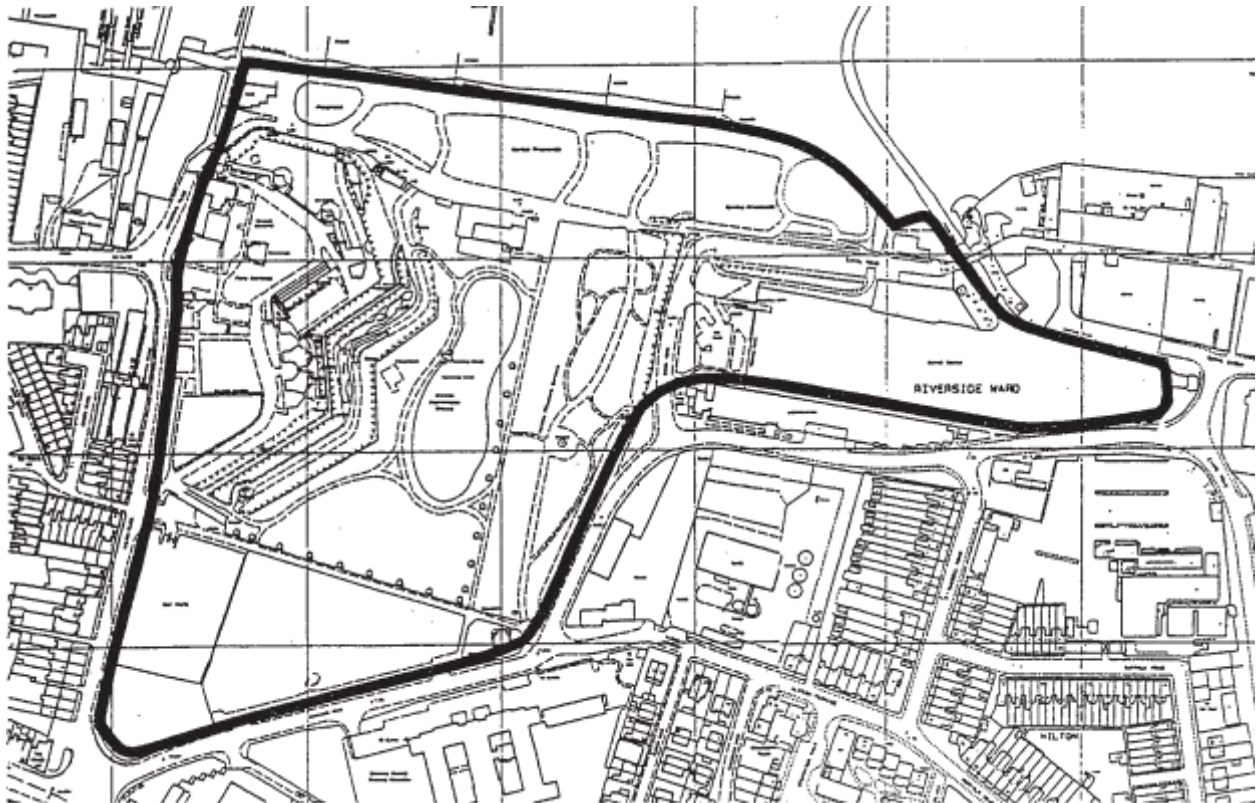
~~Proposal PM4~~

~~The land at Lord Street and Parrock Street will remain as publicly available car parking in the short term. If the general provision of car parking in Central Gravesend is found to be inadequate, the site may need to remain in public car parking use. If surface car parking is to remain in the longer term, the Borough Council intends to carry out environmental improvements to the site, with particular regard to boundary treatments and landscaping. If general provision of car parking is adequate (for example, by alternative provision elsewhere) and it is shown that the local road system can cope with the additional traffic generated by the proposal, the site will be considered for development uses in the context of a development brief. This will examine the site's potential for office development, within Use Class B1 or for retail development or for housing development or a mixture of these uses.~~

The Canal Basin, Gordon Promenade and Gardens

- 15.11 This is an extensive site, forming a major focus for recreation in the Borough and attracting visitors from a wide area. The site is of major environmental significance and has benefited from a continuing programme of environmental improvements over the past decade. Most of the site is now part of the Gravesend Riverside Conservation Area. Existing recreation uses include small boat mooring in the Canal Basin, a boating lake and facilities for a rowing club and sailing club. In the south west corner of the site are non recreational uses, these being a public car park and private vehicle parking facilities for British Telecom at Milton Place/ Ordnance Road. The area is also of considerable historical importance, containing the New Tavern Fort and Milton Chantry.
- 15.12 The Borough Council intends to promote the further recreational use of the area, for example, by improved facilities for the mooring of small craft in the Canal Basin. The site of the former outdoor swimming pool is to be retained for public open space and/or playing field purposes to maximise the area of open space in the Riverside Leisure Area. For the

foreseeable future, British Telecom requires its Milton Place site for operational purposes. However, its present appearance is unacceptable for such a prominent town centre site.



~~Proposal PM5: The Canal Basin, Gordon Promenade and Gardens, Gravesend.~~

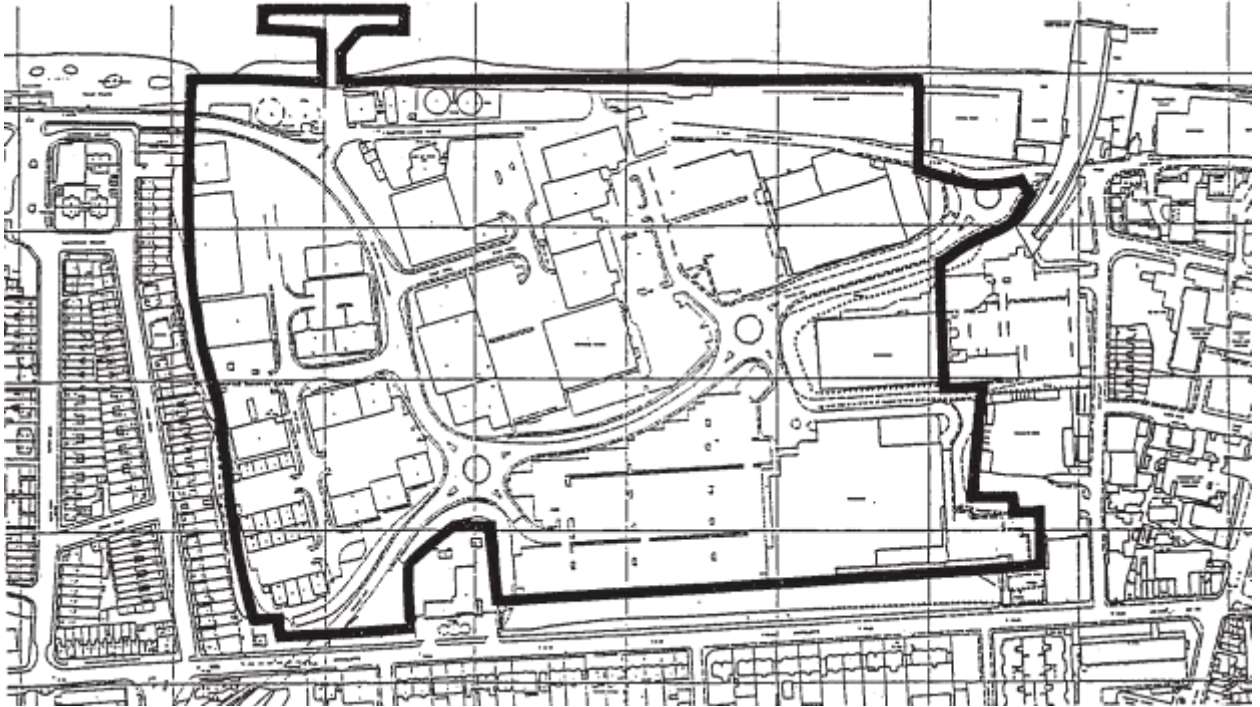
~~**Proposal PM5**~~

~~*The role of the Canal Basin, Gordon Promenade and Gardens as public open spaces and associated recreational facilities related to the riverside will be safeguarded and further recreational facilities developed. The Borough Council will also encourage the provision of improved facilities for craft at and around the Canal Basin, possibly in the form of a marine development.*~~

~~*The Borough Council proposes to see the site of the former open air swimming pool retained for public open space and/or playing field purposes (see Proposal PLT1). The Borough Council will also seek to secure further environmental improvements to the land east of Milton Place and ensure that the provision of car parking is maintained, either for Town Centre car parking or parking associated with recreational use.*~~

Imperial Business Estate

- 15.13 Over 40 acres of land at Clifton Marine Parade was used until the early 1980's for the manufacture of paper. Following the closure of the paper mills, the site was designated as North West Kent Enterprise Zone No. 2 in 1983 and substantial parts of the site have now been redeveloped to provide a superstore (currently occupied by ASDA), a ten pin bowling facility, retail warehouses and a range of industrial units. The Borough Plan Review needs to set out guidance for the redevelopment of the remainder of the site, the utilisation of its important river frontages and policies for the control of development, following cessation of Enterprise Zone status in 1993.



Proposal PM6: Imperial Business Estate

Proposal PM6

Following the cessation of the Enterprise Zone on 31st October 1993, the following policies will apply:-

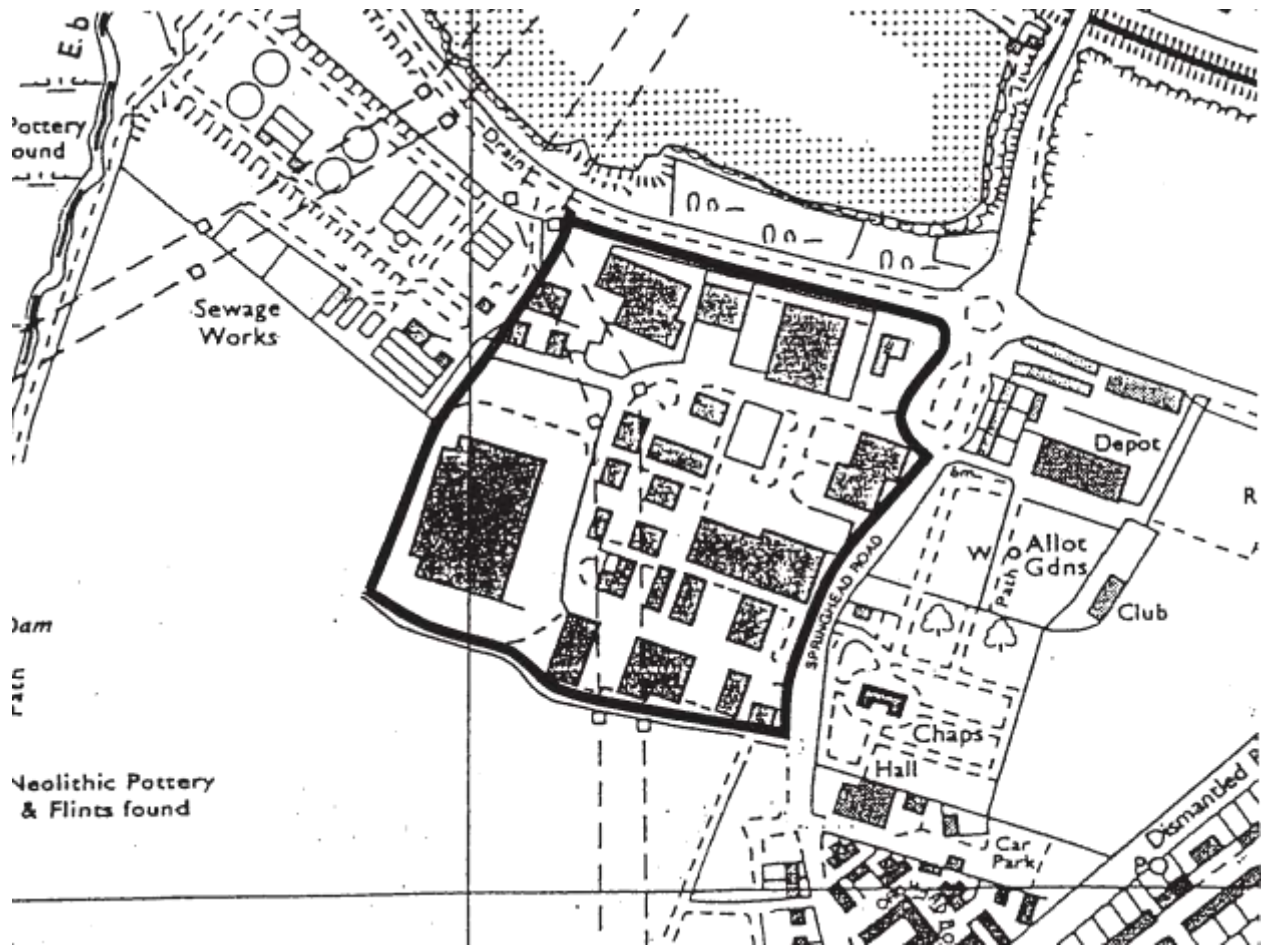
***Retail Area:** The Borough Council will safeguard the use of the existing retail premises and associated car parking, specifically to provide facilities for the car-borne shopper in the convenience and bulky comparison goods sectors. Any additional convenience floorspace will not normally be permitted.*

***B1 Area:** The Borough Council will resist the loss of such areas from employment uses and any change of use to retail.*

***River Frontage:** The Borough Council will seek the retention of current wharfage facilities, in accordance with Policy R1. Otherwise Policy R3 will apply.*

Springhead Enterprise Park

- 15.14 This site at Springhead Road, Northfleet, close to the A2 Trunk Road, was granted Enterprise Zone Status in 1983 and has since been developed for industrial and warehousing units, apart from The Old Rectory. This is a listed building owned by the Borough Council which has recently been refurbished and extended to provide office accommodation.
- 15.15 The site formed North West Kent Enterprise Zone No 1. The Borough Plan Review needs to set out guidance for the future of the site and policies for the control of development, following cessation of Enterprise Zone status in 1993.



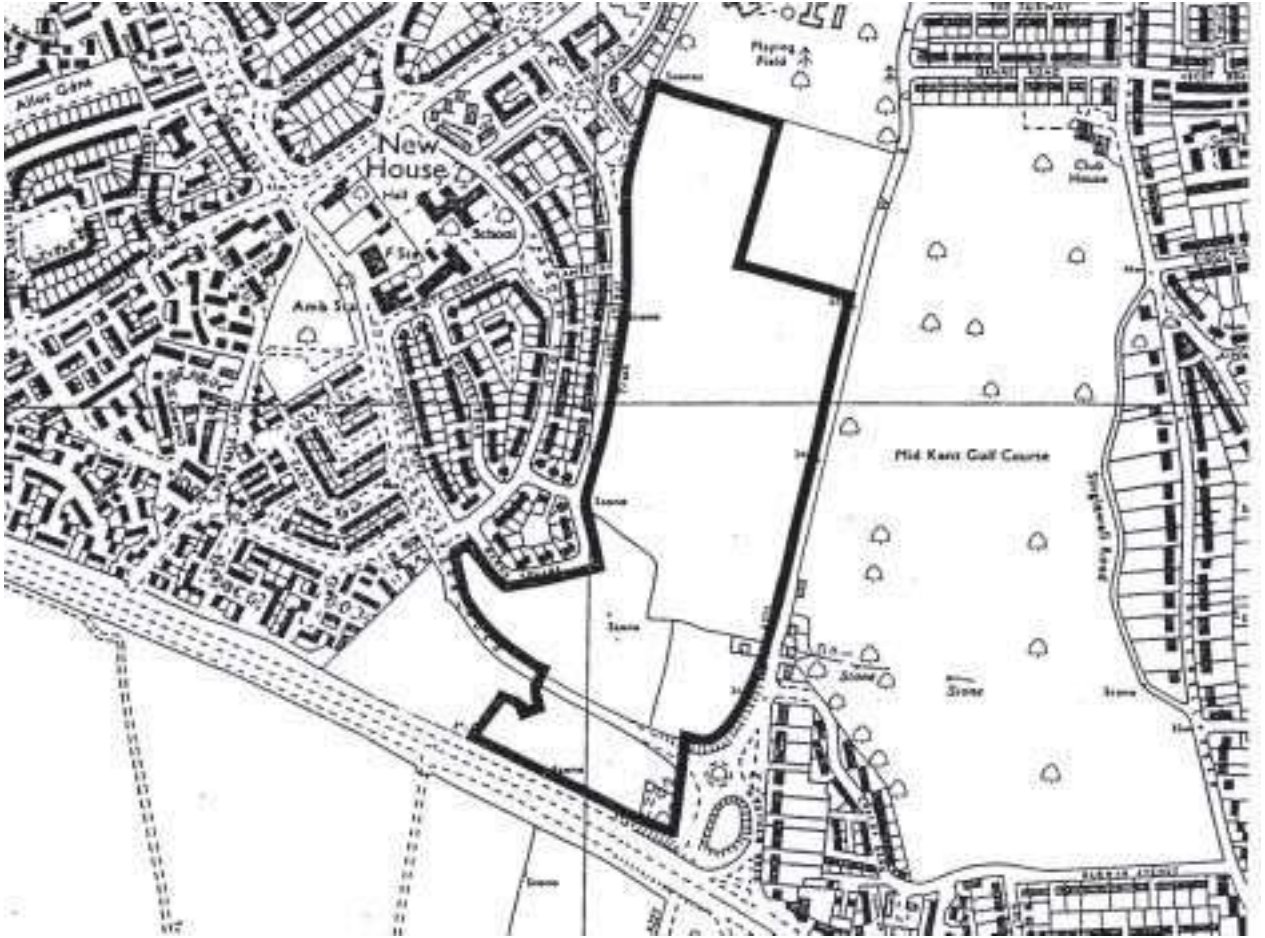
~~Proposal PM7: Springhead Enterprise Park~~

~~Proposal PM7~~

~~After cessation of Enterprise Zone status on 31st October 1993, the Borough Council will encourage the continued use of the site to provide employment within Use Classes B1 and B8.~~

Land West of Wrotham Road, Gravesend.

- 15.16 The site extends from St George's school to the A2 Trunk Road and provides an opportunity for high quality development in a good environment. The site contains an important dry valley feature and provides, together with the Mid Kent Golf Course to the east, a tongue of open land extending into the urban area. This feature needs to be protected. A comprehensive scheme for the whole area needs to be planned and implemented.



~~**Proposal PM8: Land West of Wrotham Road, Gravesend**~~

~~**Proposal PM8**~~

~~**The Borough Council supports in principle the development of the land West of Wrotham Road to provide the following:-**~~

- ~~**(i) High quality business development to the south of Coldharbour Road (See Proposal PE2), between the Safeway Foodstore and Wrotham Road (A227).**~~
- ~~**(ii) Residential development of the upper valley slope to the east of Marks Square and Lanes Avenue (see Proposal PH2).**~~
- ~~**(iii) A hospice.**~~
- ~~**(iv) Retention and upgrading of the lower valley slopes to form a major landscaped open space.**~~

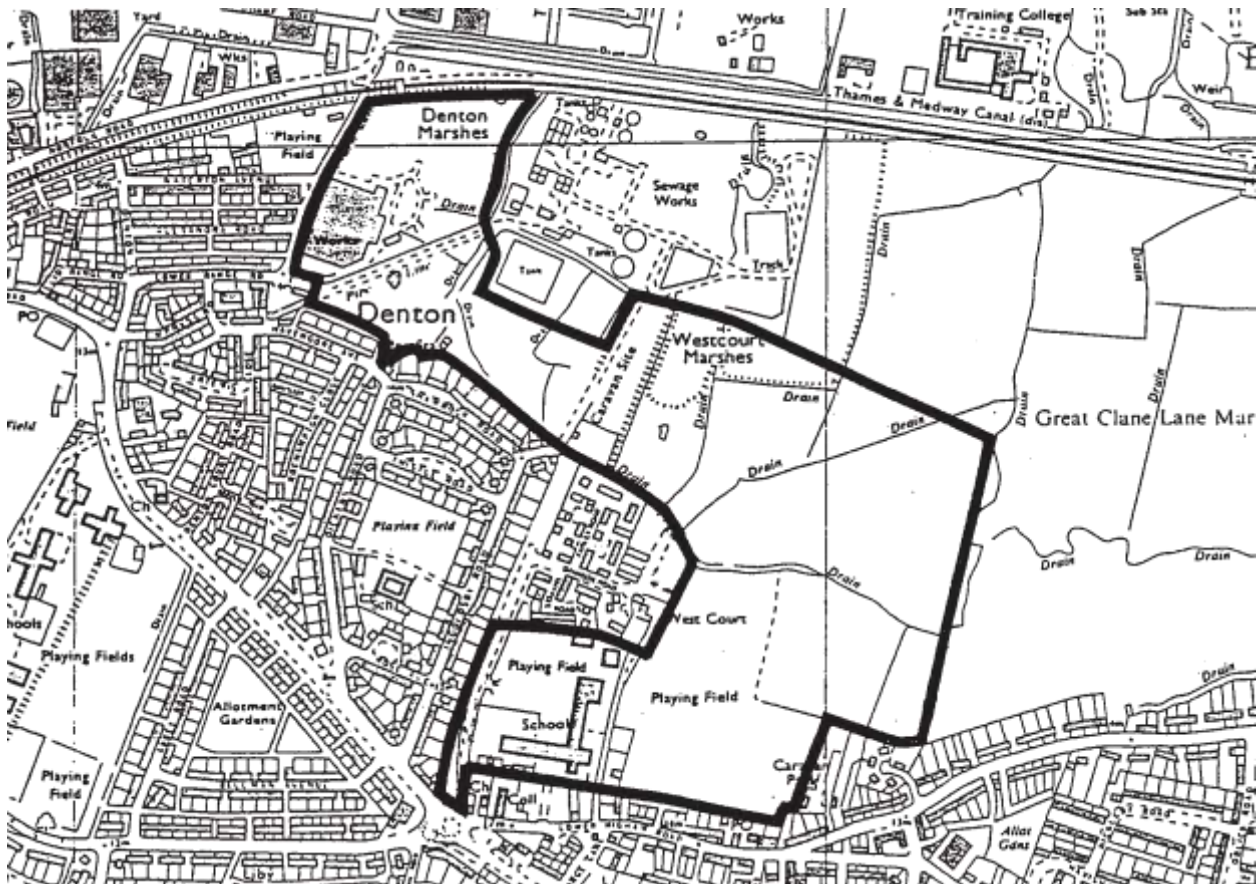
15.17 The Borough Council will expect a development brief to be prepared to provide further guidance for this important site and will seek to enter into an agreement with developers to control the form of the development, its timing and phasing and the provision of infrastructure. There shall be no access to the business area from the residential estate road to the west. The intention is to ensure that all elements are provided and that the open space is taken into a protective form of ownership.

15.18 In the case of the business park element of the scheme, the aim will be to attract high profile businesses eg research and development, training and communications and offices.

Furthermore, on matters such as site layout, design of buildings, materials and landscaping, the emphasis will be on quality.

Land at North East Gravesend

- 15.19 The site forms part of a wider area of flat marshland lying to the north east of the urban area but not subject to Green Belt policies. The existing environment is generally poor with much of the site being low lying in nature. In the west, the site tends to be dominated by adjacent industrial premises and the Gravesend Waste Water Treatment Works. However, the environment to the south is better, with residential development adjacent. It is intended to provide access to the land by improvements and a fifth leg at the Lion roundabout on the A226. The capacity of this junction will be crucial to the development of the site. A comprehensive scheme for the area needs to be planned and implemented.



Proposal PM9: Land at North East Gravesend

Proposal PM9

The Borough Council supports in principle the development of land at North East Gravesend, as shown on the Proposals Map, within constraints, to provide a mixed development containing the following elements:-

- (i) — Road access to the A226 at Lion Roundabout.*
- (ii) — Residential development (see Proposal PH2).*
- (iii) — Development within Use Class B2 or B8, (see Proposal PE1).*
- (iv) — Public open space.*

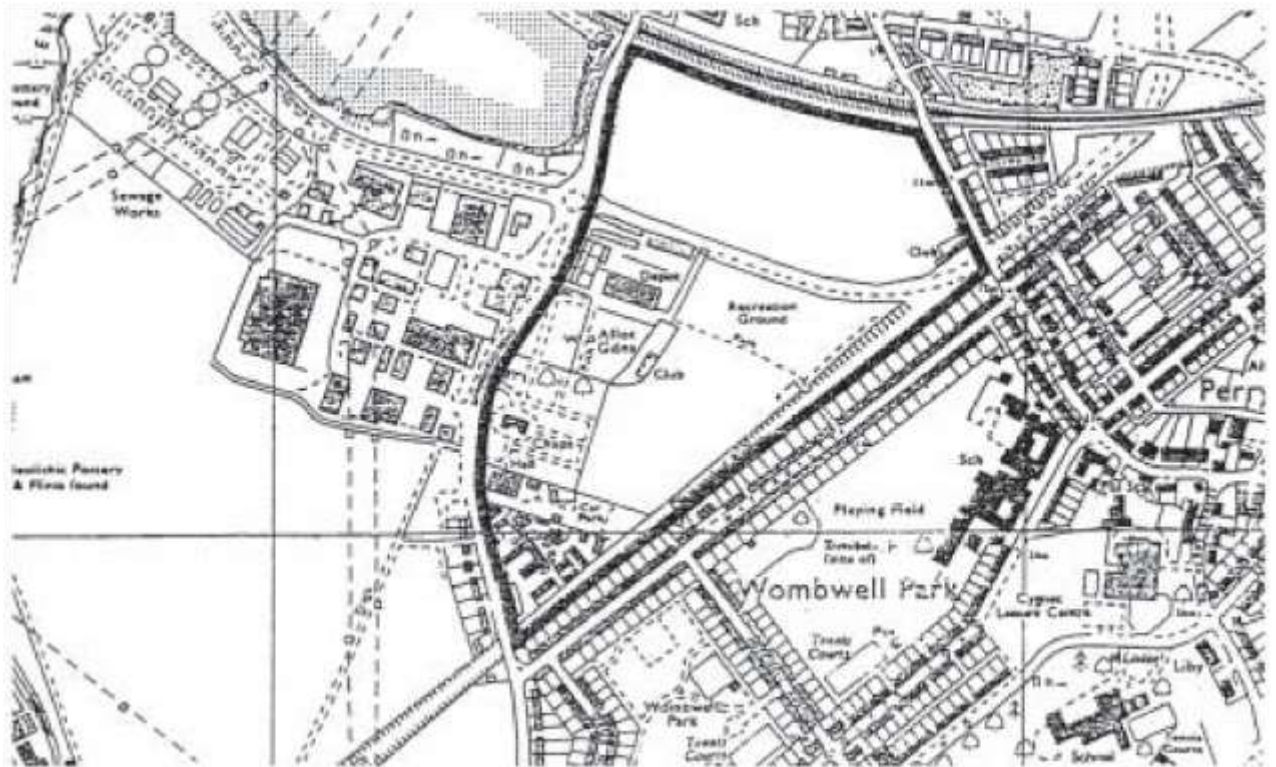
~~(v) — Additional facilities for North West Kent College.~~

~~(vi) — Adequate measures to counteract effects of possible flooding.~~

The Borough Council will expect a development brief to be prepared to provide fuller guidance for this important site and will seek to enter into an agreement with developers to control the form of development, its timing and phasing and the provision of infrastructure. The intention is to ensure that all elements are provided, that development respects the proximity of the designated SSSI and that the open space is taken into a protective form of ownership.

Vale Road and Springhead Road, Northfleet

- 15.20 The land is largely owned by the Borough Council and considered suitable for a mixed development. A development brief is being prepared to guide development and to take into account the problems of the site, including the existence of domestic refuse and other fill materials.



~~Proposal PM10: Vale Road and Springhead Road, Northfleet~~

~~**Proposal PM10**~~

~~**The Borough Council will promote the development of land at Vale Road and Springhead Road, Northfleet, to provide the following:-**~~

~~(i) — Public open space, including sports pitches and facilities.~~

~~(ii) — Housing development.~~

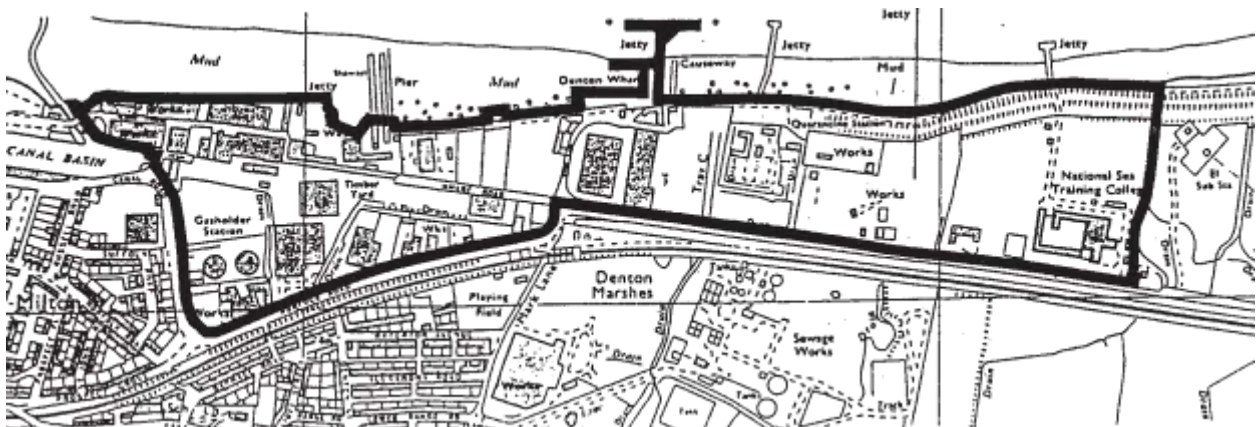
~~(iii) — Employment development including car showroom facilities (see Policy E4).~~

The Borough Council will prepare a development brief to provide fuller guidance for this important site and will seek to enter into an agreement with developers to control the form of

development, its timing and phasing, the mix of uses, the provision of infrastructure, the design of foundations and any necessary remedial measures to deal with landfill gas. The intention is to ensure that all elements are provided and that the areas of open space remain in a form of protective ownership.

East of the Canal Basin, Gravesend

- 15.21 The area to the east of the Canal Basin is a riverside site of major importance in the Borough which is occupied by a wide variety of industrial concerns. The line of the former Thames and Medway Canal Crosses the area between the Canal Basin and the Mark Lane end of the existing Canal. There are currently a number of unoccupied premises and several landowners are reviewing the future of their landholdings. The area suffers from significant environmental and traffic problems and projects a poor image.
- 15.22 There may be potential for the redevelopment and improvement of the area, although this should not be at the expense of existing employment. It is proposed to undertake a detailed study to ascertain the feasibility of a comprehensive approach to the future of the area which will upgrade the environment, improve the infrastructure and widen the range and quality of job opportunities in the Borough. The potential for reopening the line of the former Thames and Medway Canal will also be examined within any redevelopment proposals for the area.
- 15.23 If the study indicates that such an approach is feasible, the Borough Council recognises that it will only be achieved in the long term and is therefore likely to extend beyond the Plan period. The major constraints are the access via a long cul-de-sac from the Ordnance Road roundabout on the A226 and the capacity of the Town Centre road network. Improvements to the Ordnance Road roundabout may improve its capacity and ease the situation to a limited extent. Alternative access, together with any other necessary infrastructure improvements, would have to be funded by prospective developers.



Proposal PM11: East of the Canal Basin, Gravesend

Proposal PM11

The Borough Council will carry out a study of the land east of the Canal Basin, Gravesend which will investigate the scope for:-

- (i) — Improvements to the highway, other infrastructure and the environment of the area.***
- (ii) — A public riverside walkway and recreational facilities and access to the river itself for leisure purposes.***

~~(iii) — A mixed use redevelopment of parts of the area complementary to the role of the Canal Basin and Gordon Promenade as recreation areas.~~

~~The mixture of uses may contain all or some of the following:-~~

~~Offices~~

~~Industrial development~~

~~Residential~~

~~Hotel~~

~~Recreation facilities~~

~~Account will need to be taken of the proposals for site PM5 adjacent, including improved facilities for craft and a possible marina and the Borough Council will seek to protect the line of the former Thames and Medway Canal from built development.~~

Northfleet Power Station

- 15.24 Following reorganisation of the electricity supply industry, the Northfleet Power Station site is now owned by National Power. It comprises two significant areas of land, extending in all to some 19 hectares (47 acres). The northern area has a River Thames frontage with wharfage facilities. It contained the former Power Station to the north of Crete Hall Road and the former oil storage tanks to the south. The southern area at Dover Road pit is largely unused and was formerly employed for the deposit of power station waste.
- 15.25 Rosherville Way, which links to the South Thames-side Development Route (A226 Diversion, Stage 5) has significantly improved access to both sites. National Power's intentions for the site are at present unknown but the Borough Council considers that guidance should be given in the Borough Plan Review with regard to its future uses.

~~Proposal PM12~~

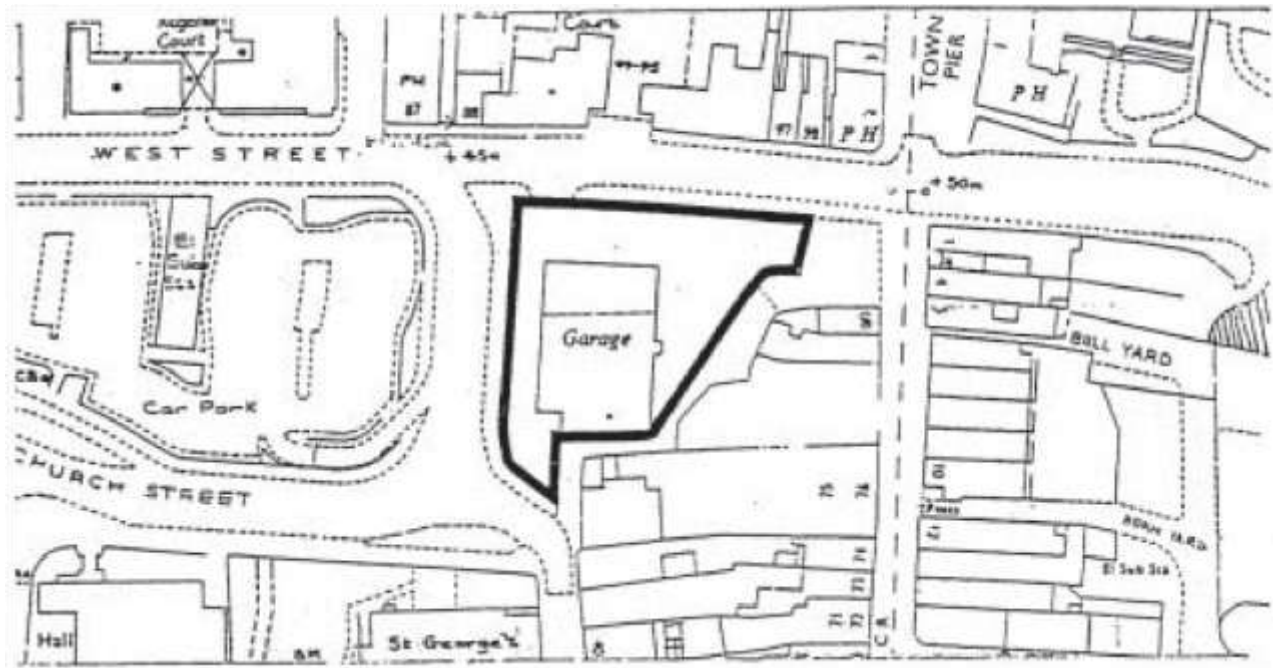
~~(ii) Continuation of wharfage facilities on the River Thames frontage.~~

~~The Borough Council will also expect the redevelopment to contain a high proportion of industrial uses in Use Classes B2 or B8 and will wish to restrict the proportion of the development used for Class B1 (other than light industry).~~

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Ferry Motors Site

- 15.26 The future of this site is closely linked to the land between Church Street and West Street (north of St George's Church) referred to in Proposal PM2, although its early redevelopment to replace the existing inappropriate car showrooms, workshops and petrol filling station would be advantageous to the local environment. An attractive development of good townscape quality will be sought, closing the east side of the possible landscaped public space, and continuing along the West Street frontage to create a visual link with buildings at the northern end of the High Street. The prominence of the site, facing along the present Town Centre one way northern route, would make it an attractive one for office development but it will be necessary to ensure that the ground floor elevations create an interesting pedestrian environment.



Proposal PM13: Ferry Motors Site

Proposal PM13

The Borough Council will encourage the early development of this site for office purposes but will require that the design of any buildings is of a high standard, commensurate with a site of considerable townscape importance.

Wingfield Bank

- 15.27 Part of the land at Wingfield Bank Farm, Northfleet was originally allocated for housing development. In May 1991 the Borough Council granted planning permission for a food superstore after careful consideration of a number of studies, particularly in relation to traffic and retail impact. Accordingly this development is shown as a proposal to reflect this. The remaining portion of land is considered suitable for employment development within Use Class B1.

Proposal PM14

Land at Wingfield Bank Farm, Northfleet will be developed as a food superstore, subject to suitable safeguards on design, traffic, retail impact and local environmental matters and for employment development within Use Class B1. (See Proposal PE2).



Proposal PM14: Wingfield Bank, Northfleet

Chapter 16

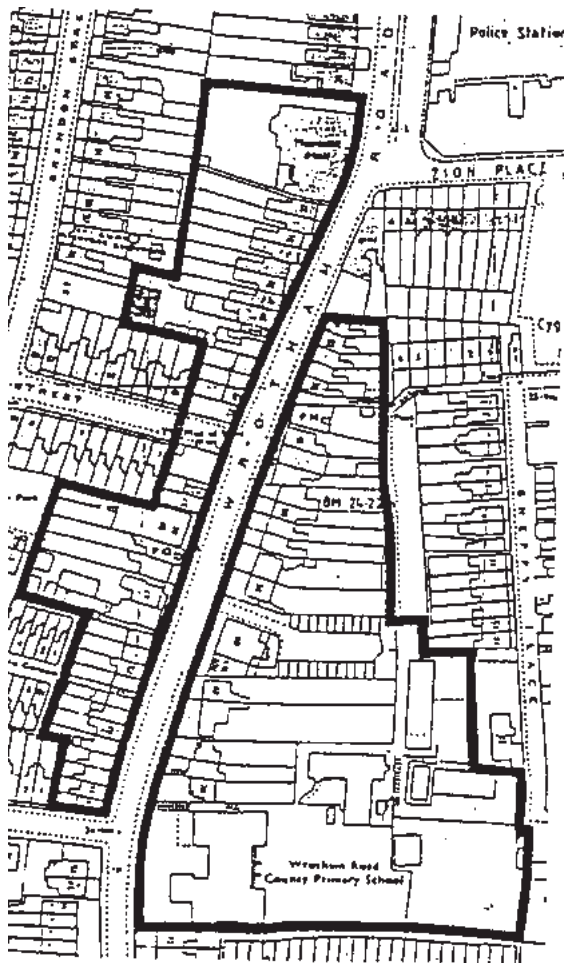
Area Policies

16. AREA POLICIES

Introduction

- 16.1 Some areas have special problems, opportunities or characteristics which require additional planning guidance to provide a link between the policies and proposals of this Written Statement and the particular planning problems of each area. This additional guidance is intended to indicate the Borough Council's general approach to their future development and the areas concerned are shown on the Proposals Map. It should be emphasised that the general policies of this Plan also apply in each of the areas covered by any Area Policy.

Wrotham Road



- 16.2 Although narrow, Wrotham Road forms an important traffic artery to the south of the town centre (A227). Between Zion Place and Trafalgar Road, it contains an interesting mix of housing and commercial uses which serve the surrounding residential areas. It is the Borough Council's intention that this mix should remain broadly in its present form and that the scope for environmental improvements should be investigated.

- 16.3 The most significant opportunity in this area is Wrotham Road School. Kent County Council intends to relocate the school to the present North West Kent College site in Pelham Road, when the College completes its transfer to Denton. However, there are great difficulties in redeveloping this site. No vehicular access would be allowed to Wrotham Road. The alternative access through Sheppey Place to Windmill Street is very poor and improvement is constrained by the conservation area and listed buildings. In the circumstances, some form of alternative use of the existing buildings for community facilities might be the most acceptable solution or another low traffic generator may be possible, such as redevelopment for sheltered housing. The site is well placed for the latter, being close to local services and to the Town Centre.

Area Policy AP1: Wrotham Road

Policy AP1

In the area shown on the Proposals Map, the conversion of existing dwellings to commercial uses will not normally be permitted. Proposals which maintain the broad mix of housing and commercial uses serving the surrounding residential areas or provide community facilities will generally be acceptable, provided that they respect the scale of existing development and do not adversely affect the amenity of residential properties, traffic safety and the free flow of vehicles in Wrotham Road. An opportunity for re-use of the Wrotham Road School site may arise but will be restricted

to a low traffic-generating use which reflects the adjoining conservation area, such as community facilities or sheltered housing.

Parrock Street

- 16.4 Parrock Street is a busy traffic route. Between the railway and Wellington Street, it contains a mixture of predominantly commercial uses and does not form an attractive residential environment. The Borough Council considers that the future of frontage premises is to continue to provide small low-overhead premises for shops and non-office services. This approach provides scope for a variety of business uses in the frontage premises but the Borough Council will also have regard to the effect of proposals on nearby residential properties and on traffic conditions in Parrock Street. Office use of upper floors might be possible in some cases but, in general, ground floor offices would be detrimental to the shopping and service functions and would not be contemplated unless there is a serious decline in shopping.



Area Policy AP2: Parrock Street

Policy AP2

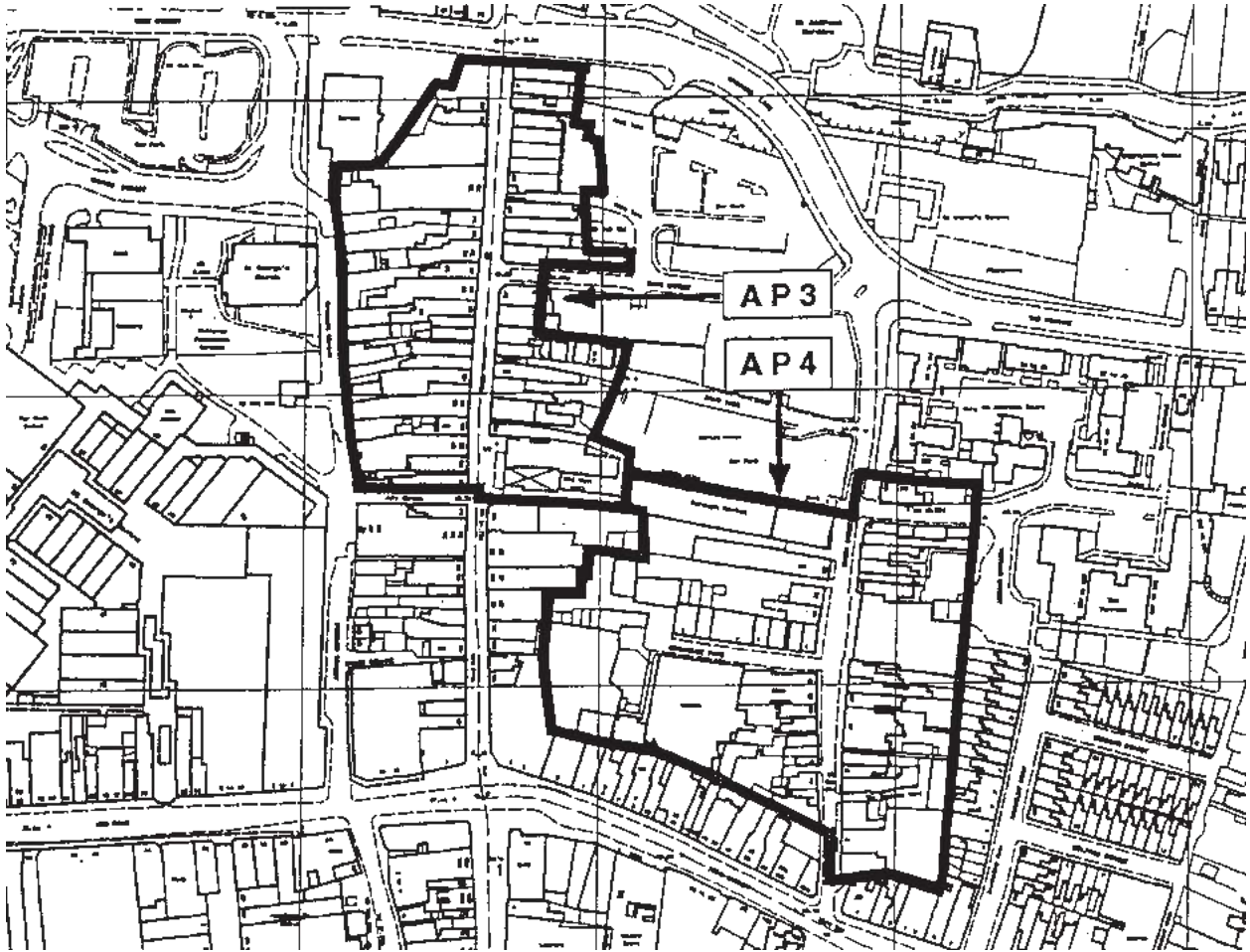
In the area shown on the Proposals Map, proposals which continue to provide small low overhead premises for shops and non-office services will be acceptable in principle along the frontage of Parrock Street, provided they do not adversely affect residential properties or traffic conditions in Parrock Street. Offices will generally be acceptable on upper floors but will be resisted at ground floor level, unless there is a serious decline in the use of shopping premises in this area.

Northern End of High Street

- 16.5 The northern end of the High Street is part of an outstanding conservation area with many fine old buildings. Changes in shopping patterns have left it less lively and less prosperous with a consequent deterioration in the upkeep of the buildings. A disastrous fire in late 1989 totally destroyed three timber-framed eighteenth century buildings. Despite this, much time and effort has been spent by the Borough Council, traders and owners to improve this area, which now forms part of a Town Scheme attracting grants from English Heritage. The Impact Project has been very active in this area and several buildings have already been refurbished but more work needs to be done. The Borough Council now considers that the proportion of non-shopping uses within the meaning of Policy S4 is such that any further change from retail is likely to be resisted. It will continue to give high priority to its efforts to restore confidence and prosperity in the area and will encourage improvements to the condition of buildings and the provision of attractive frontages to Princes Street.

~~Policy AP3~~

~~*In the area shown on the Proposals Map, the Borough Council will continue to give high priority to its efforts to restore confidence and prosperity and improve the condition of buildings by a programme of environmental improvements and repairs. The Borough Council will generally be sympathetic to proposals which make good use of the existing buildings in the High Street, respect their character and bring more life into the area. In order that the High Street may be better integrated with the St George's Centre, proposals will be encouraged for units which have a frontage on both High Street and Princes Street.*~~



Area Policies AP3 & AP4: Northern End of High Street and Queen Street

Queen Street

- 16.6 Queen Street fulfils an important function in the Town Centre by providing premises for a number of small, specialist shops with low overheads. It is expected that this role will continue throughout the Plan period and the Borough Council, in considering development proposals, will seek to ensure that the essential shopping character of the street is not prejudiced. Since preparation of the existing Borough Plan, in fulfilment of proposals contained therein, an Impact Scheme has provided a new street surface and new street furniture to enhance the character of the area.
- 16.7 To the west of Queen Street are a number of yards which obtain access from it. These areas have a poor environment at present and could provide scope for small-scale conversion and/or redevelopment to provide further speciality shops and malls but this should avoid creating further traffic in Queen Street. Pedestrian access, in appropriate circumstances, to King Street or High Street would be a welcome feature to integrate the area with the rest of the Town Centre.

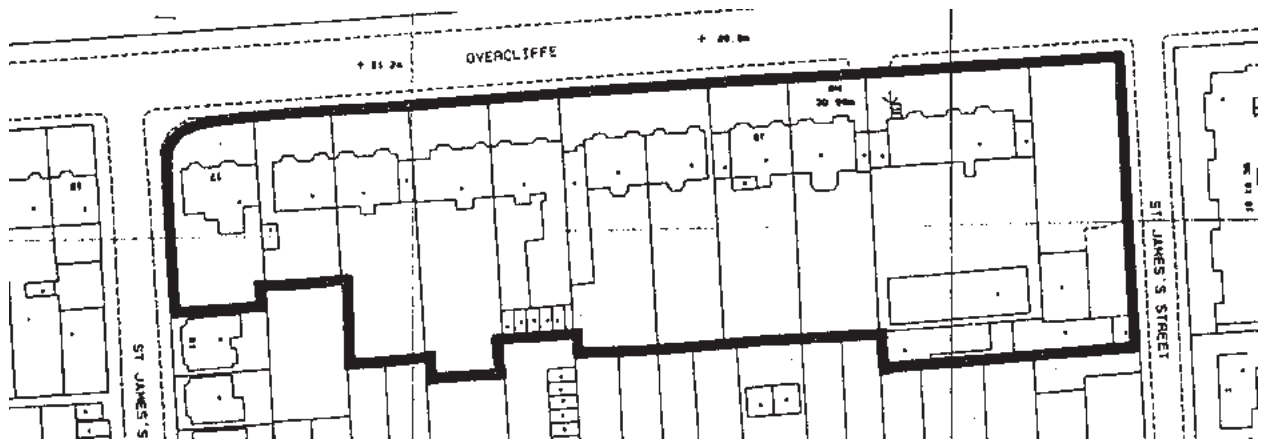
Policy AP4

In the area shown on the Proposals Map, the Borough Council will encourage small-scale retail redevelopment and conversion which retains the shopping character and is sympathetic to the conservation area. Any additional car parking required may be provided by means of the commuted car parking payments scheme. However,

~~proposals that would require direct access by significant volumes of traffic in Queen Street will be resisted.~~

Overcliffe

- 16.8 The large properties on the south side of the Overcliffe between St James's Street and St James's Avenue are at present used for a mixture of residential, commercial and community uses. They have considerable townscape value and are now part of a conservation area. Planning policy is to encourage retention of the buildings both for their contribution to the local environment and to provide for uses which require large premises. Planning permission has been given for a sympathetic redevelopment of the site of 5 Overcliffe, which was demolished prior to conservation area designation.



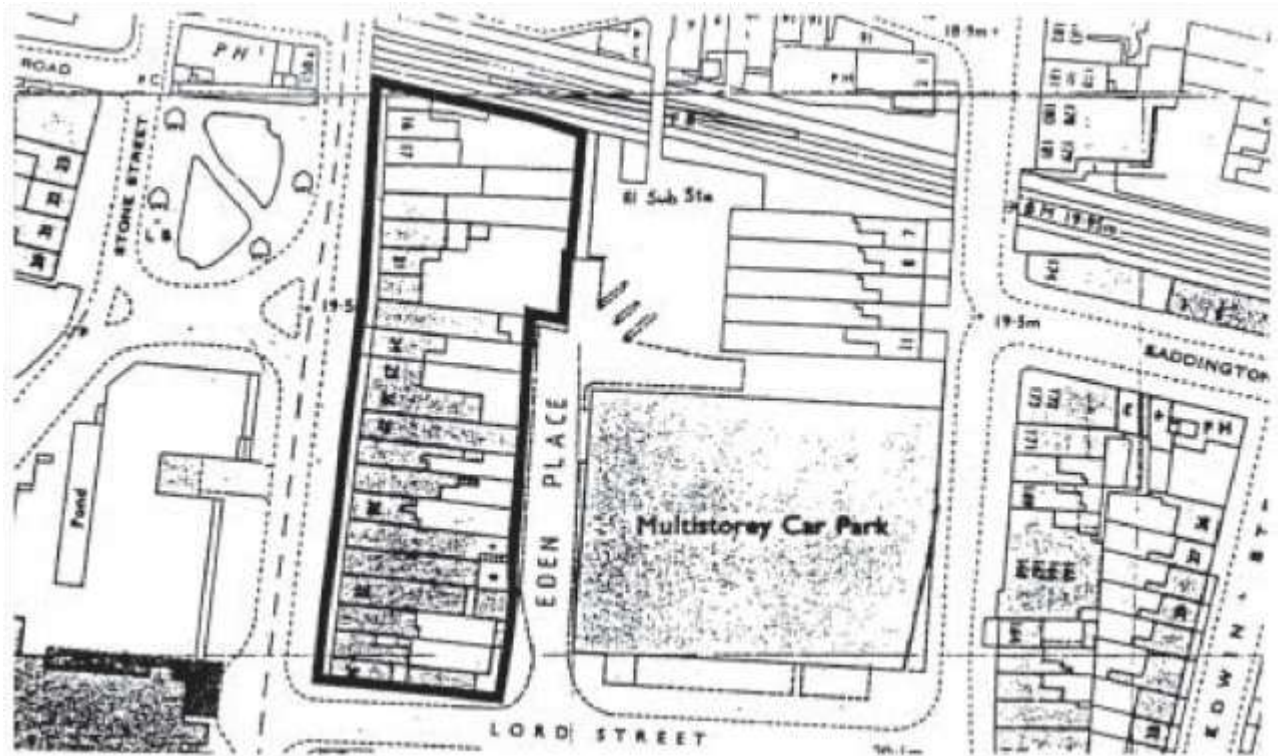
Area Policy AP5: Overcliffe

Policy AP5

~~In the area shown on the Proposals Map, the Borough Council will resist the demolition of existing buildings and will encourage their use for purposes such as hotels, restaurants, guest houses, educational facilities and offices which require large premises.~~

Windmill Street

- 16.9 This area is peripheral to the main shopping streets of the town but its businesses serve the whole of the Borough. This part of Windmill Street contains an attractive parade of shops and offices forming part of a conservation area. Notwithstanding Policy S1, some opportunities may arise for the change of use into shops of those buildings not currently in retailing.



Area Policy AP6: Windmill Street

Policy AP6

~~*In the area shown on the Proposals Map, the Borough Council will resist the demolition of buildings and will seek to ensure that the commercial character is retained. Changes of use of buildings to shops, non-office services and offices (particularly offices requiring a “shop window” frontage) at ground floor level, and to non-office services and offices above ground floor level, will generally be acceptable in principle.*~~

Milton Road

- 16.10 Milton Road, east of the Clocktower, is an area of mixed land uses of which shopping is most important. However, the shopping centre of Gravesend has moved to the west. This has left many of the buildings underutilised and in a poor state of repair. Although shopping may well retain a significant presence in Milton Road, the Borough Council recognises the need for a flexible attitude which provides scope for alternative uses.

Policy AP7

In the area shown on the Proposals Map, the Borough Council will maintain a flexible attitude to development proposals, particularly where it can be demonstrated that shopping is no longer a viable use. Non-office services and offices requiring a “shop window” frontage will generally be acceptable in this area.



Area Policy AP7: Milton Road

The Western End of New Road

- 16.11 Although separated from the main shopping area of the town by heavily trafficked roads, a situation likely to be emphasised by the introduction in the future of a two way northern traffic route, the area is well placed commercially between the core shopping area and the retail developments at Imperial Business Estate. The predominant land use is shopping and is likely to remain so throughout the Plan period.



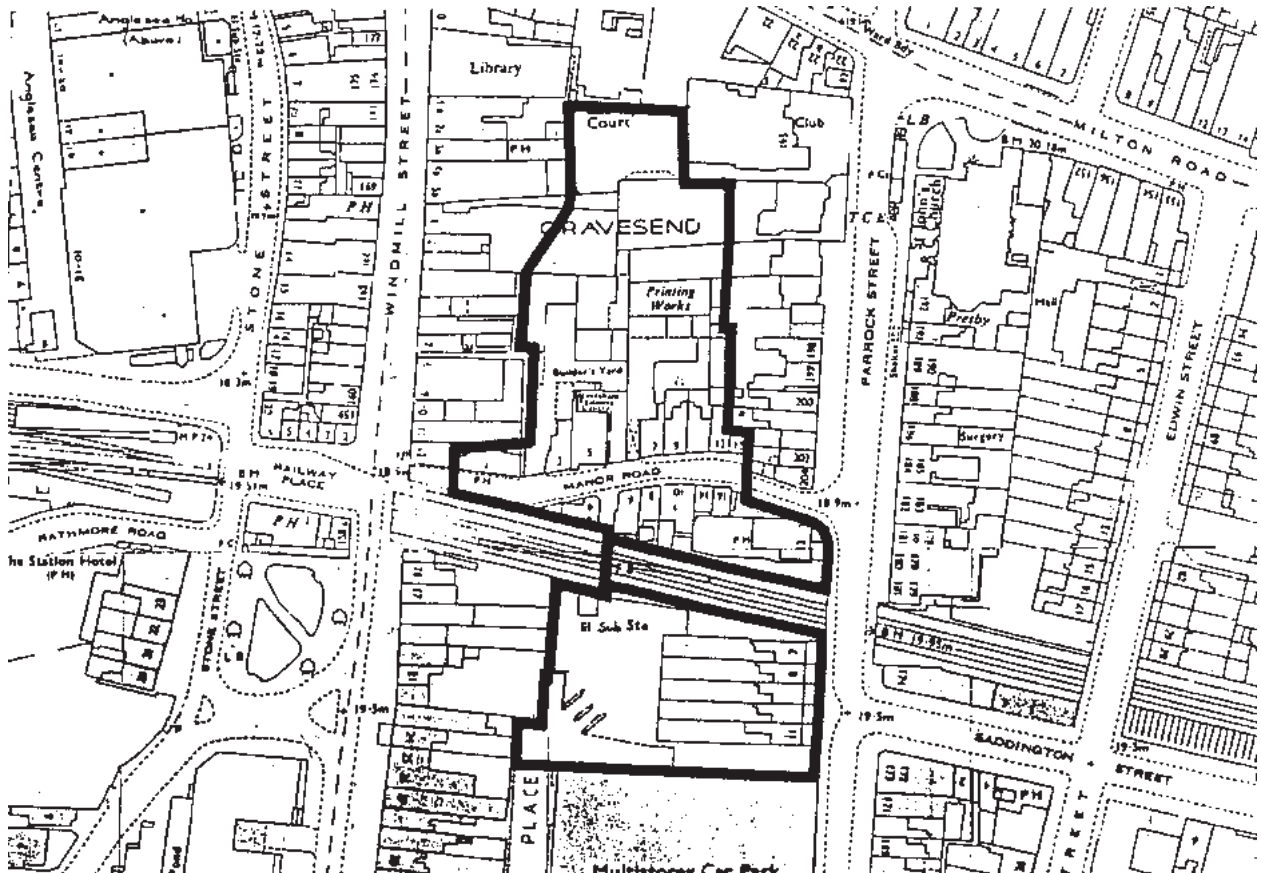
Area Policy AP8: Western End of New Road

Policy AP8

In the area shown on the Proposals Map, changes of use to shopping and non-office services will generally be acceptable, provided that no disturbance is caused to the adjacent hospital.

Manor Road

- 16.12 Manor Road area, north of the railway, contains a number of small specialist shops and has some small yards at the rear, which are given over to various uses. It forms part of a conservation area and environmental improvements have been carried out as part of the Impact Project, including partial pedestrianisation. The Borough Council will seek to retain the commercial character of the area and there is some scope for changes of use to shopping of existing buildings fronting Manor Road.
- 16.13 The yards and other backland which lie to the north provide an opportunity for conversion and small-scale redevelopment for speciality shopping and related uses, although any such scheme should avoid creating further traffic in Manor Road. Pedestrian access, in appropriate circumstances, to Windmill Street, King Street or Parrock Street would be a welcome feature to provide a means of integrating the area with the wider Town Centre.
- 16.14 South of the railway at Eden Place, there is an area which currently contains a small surface car park and some office uses. As part of a redevelopment of this area to provide improved car parking facilities, it may be desirable to include some form of retail and office development.



Area Policy AP9: Manor Road

Policy AP9

~~*In the area shown north of the railway on the Proposals Map, the Borough Council will encourage small scale change of use and redevelopment which retains the shopping character and is sympathetic to the conservation area. Any additional car parking required may be dealt with by means of the commuted car parking payments scheme. However, proposals that would require direct access by significant volumes of traffic in Manor Road will be resisted. In the area south of the railway, encouragement will be given to the inclusion of retail and office uses in the proposals to extend car parking in this area.*~~

Harmer Street

- 16.15 Harmer Street is a distinctive feature of Gravesend's townscape, with two terraces of buildings dating from the 1840's leading to the Clocktower and Berkley Crescent. The conservation area has now been extended to also include the buildings at the northern end of the street which are not part of the main terraces. Earlier this century, the area was one of the main shopping streets of the town but suffered decline when the shopping centre moved westwards and the buildings changed to other forms of commercial use. More recently, there has been a resurgence of interest in residential use, with several permissions for conversion of upper floors to flats. At present, the street forms part of the main Town Centre highway network, carrying the A226 one way but this position may change with the introduction of a two way northern route.
- 16.16 Impact has been active in the street and grants have been given for building repairs and restoration of the distinctive balconies. The street forms one of the two Town Schemes in the Borough attracting grants from English Heritage.



Area Policy AP10: Harmer Street

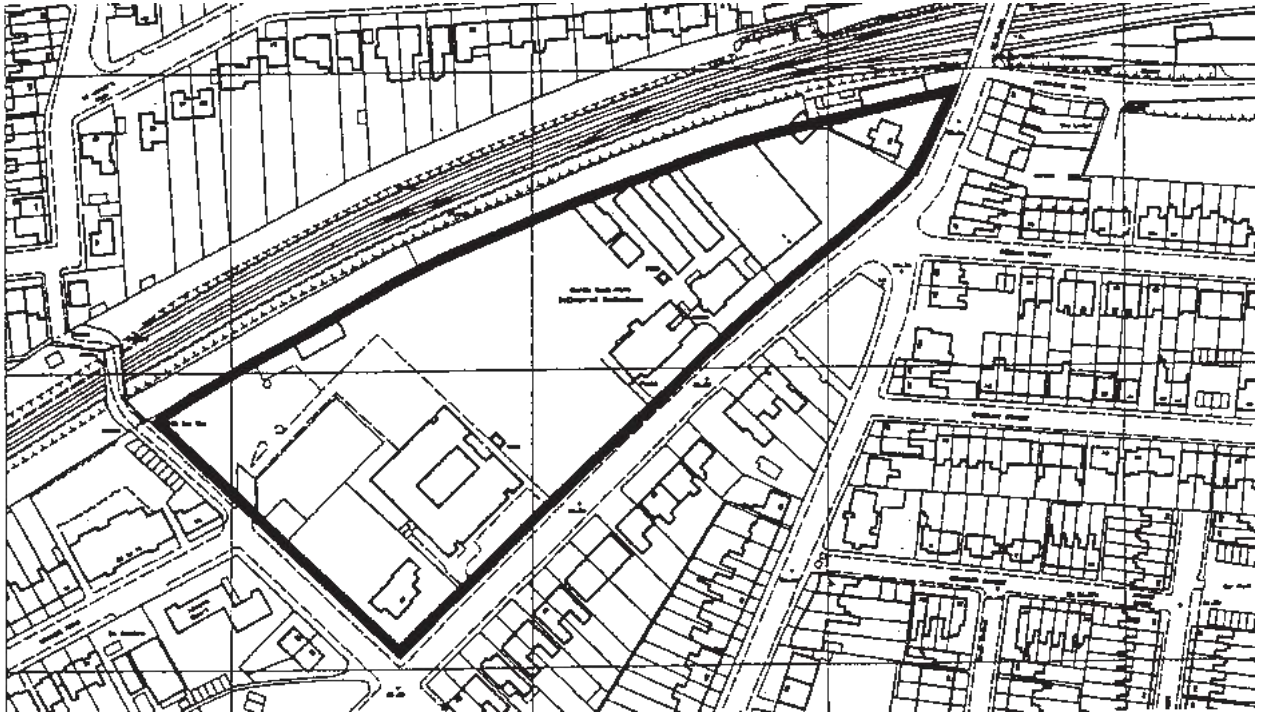
Policy AP10

In the Harmer Street area shown on the Proposals Map, the Borough Council's principal aim is to ensure the conservation and restoration of the buildings and their continued use. A mixture of commercial uses will be appropriate, including offices and small retail units. Residential conversions, particularly of upper floors, will be welcomed provided they comply with the Borough Council's Residential Layout Guidelines, details of which are available as supplementary planning guidance.

Pelham Road

- 16.17 The largest land user in the area is the North West Kent College of Technology. The area also contains motor facilities, a limited amount of housing and some offices. Kent County Council has indicated that upon vacation of the premises by the college, part of the site will be made available for use by the Gravesend Grammar School for Girls. Within the remainder of the site change of use or development can be considered. Although backed by the railway line, there is housing to the southeast and south-west and there would be a clear need to avoid uses which would be detrimental to residential amenity. The site lies close to the Town Centre and the railway station. If not used for education, the Borough Council would wish to see the site provide employment and the most suitable such uses may well be offices and services. The Borough Council would not be averse to redevelopment or the change of use of

existing buildings but would prefer that the existing Victorian buildings which have some townscape value remain within a redevelopment scheme.



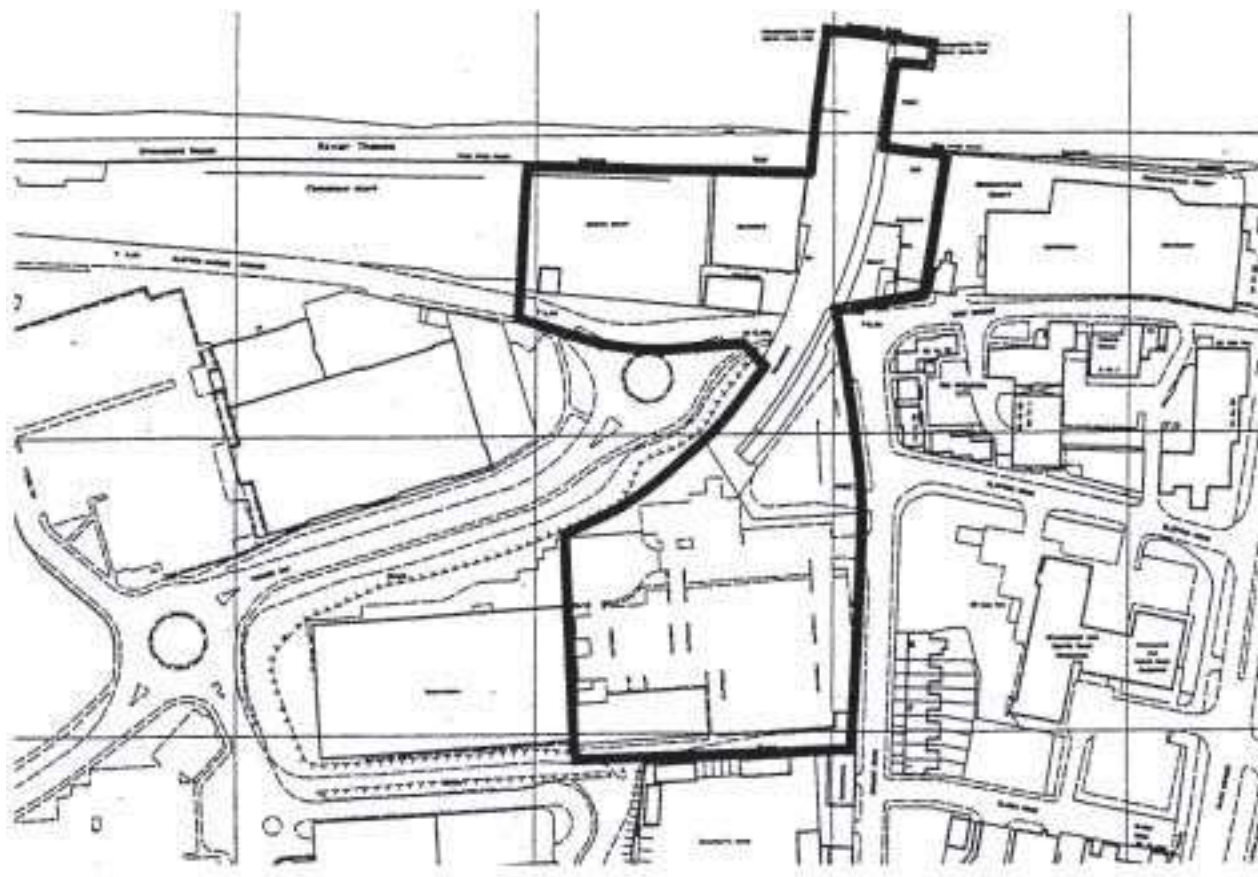
Area Policy AP11: Pelham Road

Policy AP11

~~*In the area shown on the Proposals Map, the Borough Council will support Kent County Council's proposals to provide further accommodation for the Gravesend Grammar School for Girls. In the remainder of the site the Borough Council would not oppose redevelopment or change of use to offices and services. However, such employment uses should not adversely affect residential properties and ideally the Victorian buildings of townscape value should remain.*~~

West of Stuart Road (Northern End)

- 16.18 This area embraces a mixture of sites ripe for redevelopment and some newly developed areas which relate as much to the Imperial Business Estate to the west as they do to the Town Centre to the east. The southern part of the site is occupied by the car park for the Great Mills DIY store and this use is unlikely to change in the foreseeable future. It is necessary to give some guidance as to what uses would be appropriate for the area in the future.
- 16.19 The character of the northern part of the area is likely to be changed considerably by the demolition of the West Street railway bridge. Along the Gravesend Riverside both land use and townscape are important. It is necessary to promote development which sits comfortably with the retail park and office development envisaged for the Imperial Business Estate and the redevelopment of Commercial Wharf (see AP21) and the former Truman's Brewery. At the same time, it is necessary to enhance public accessibility to, and open up views of, the river and to ensure that the scale of new buildings is appropriate. South of Clifton Marine Parade there is scope for limited office or other commercial development consistent with the amenity of the adjacent residential area. This will also act as a buffer between that residential area and the retail development of Imperial Business Estate.



Area Policy AP12: West of Stuart Road (Northern End)

Policy AP12

In the area shown on the Proposals Map, the Borough Council will encourage redevelopment of the riverside by a mixture of residential, office and entertainment related uses of appropriate scale and design but will seek opportunities to secure increased public accessibility to, and views of, the River Thames.

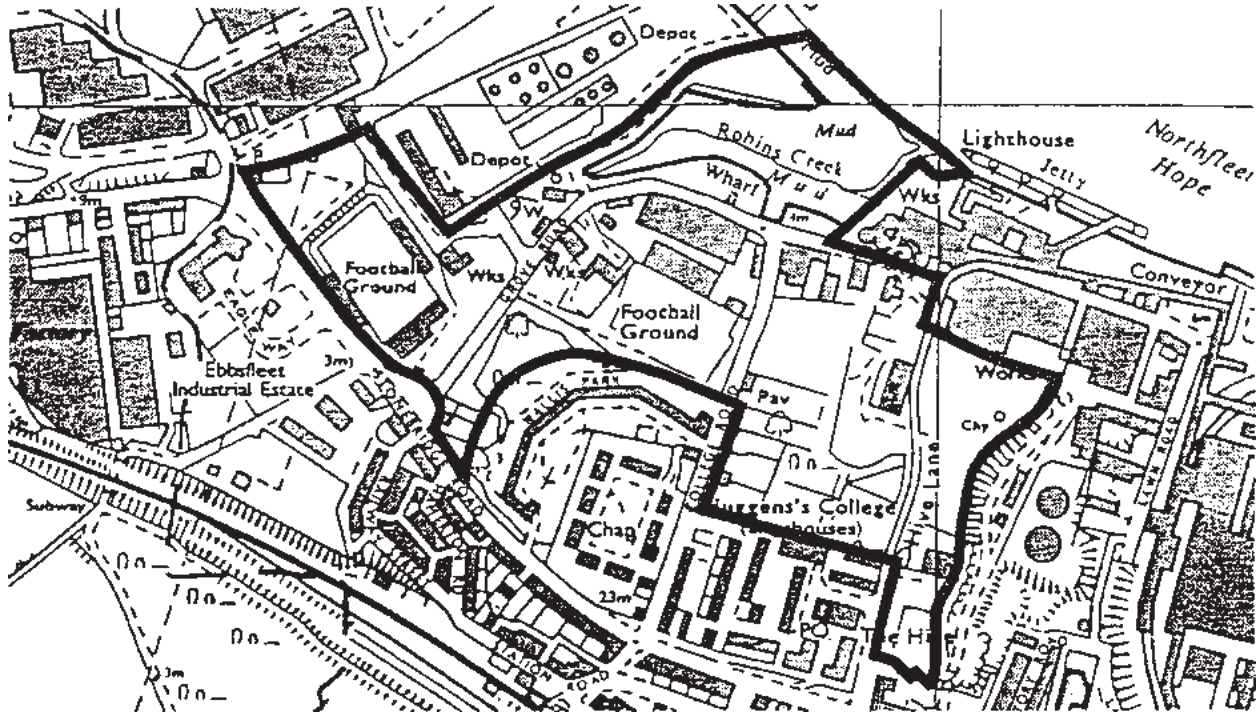
See also:-

AP20 ——— West of Stuart Road (southern end)

AP21 ——— Commercial Wharf

Grove Road and College Road, Northfleet

- 16.20 This area contains a mixture of uses including residential properties, a detached school playing field, the Gravesend and Northfleet Football Ground and a mixture of industrial premises. The detached school playing field is due to be relocated to the Lawn Road School itself and the site would then, with access improvements, be suitable for industrial development. The Football Club may also relocate. Overall, this area is environmentally poor and there may be scope for some redevelopment and environmental improvement but this will need to take into account the likelihood that the adjoining Northfleet Cement Works will continue to operate during the life of this Borough Plan Review.



Area Policy AP13: Grove Road and College Road, Northfleet

Policy AP13

In the area shown on the Proposals Map, the Borough Council will not oppose in principle partial redevelopment for a commercial or mixed development, provided this is consistent with the amenity of adjacent residential properties and results in a substantial improvement in the environment of the area. The Borough Council will seek the preparation of a planning brief.

Land West of Springhead Road, Northfleet

- 16.21 This area has been divided into two distinct portions, Ebbfleet (the northern part) and Springhead (the southern part), these being almost severed by the Springhead Enterprise Park and the Sewage Treatment Works.

Ebbfleet

- 16.22 This northern portion of the wider area mainly comprises the Blue Lake, a flooded quarry owned by Blue Circle and the Whippet Track, an amenity space used for informal recreation and owned by the Borough Council. The Kent Trust for Nature Conservation has identified a Site of Nature Conservation Interest which includes the River Ebbfleet, its margins and associated marshland. This area of land links in with a site immediately to the west in Dartford Borough which has been identified in the draft Borough of Dartford Local Plan as having longer term development potential (Policy AP1(b), Ebbfleet). The Borough Council will consider development proposals for these two closely related areas in association with Dartford Borough Council, the major landowner and the Kent Trust for Nature Conservation. However, the implementation of such proposals would be dependent on a further review of this Borough Plan and would be subject to the improvement of off-site access connected with the South Thames-side Development Route.

~~*Policy AP14(a)*~~

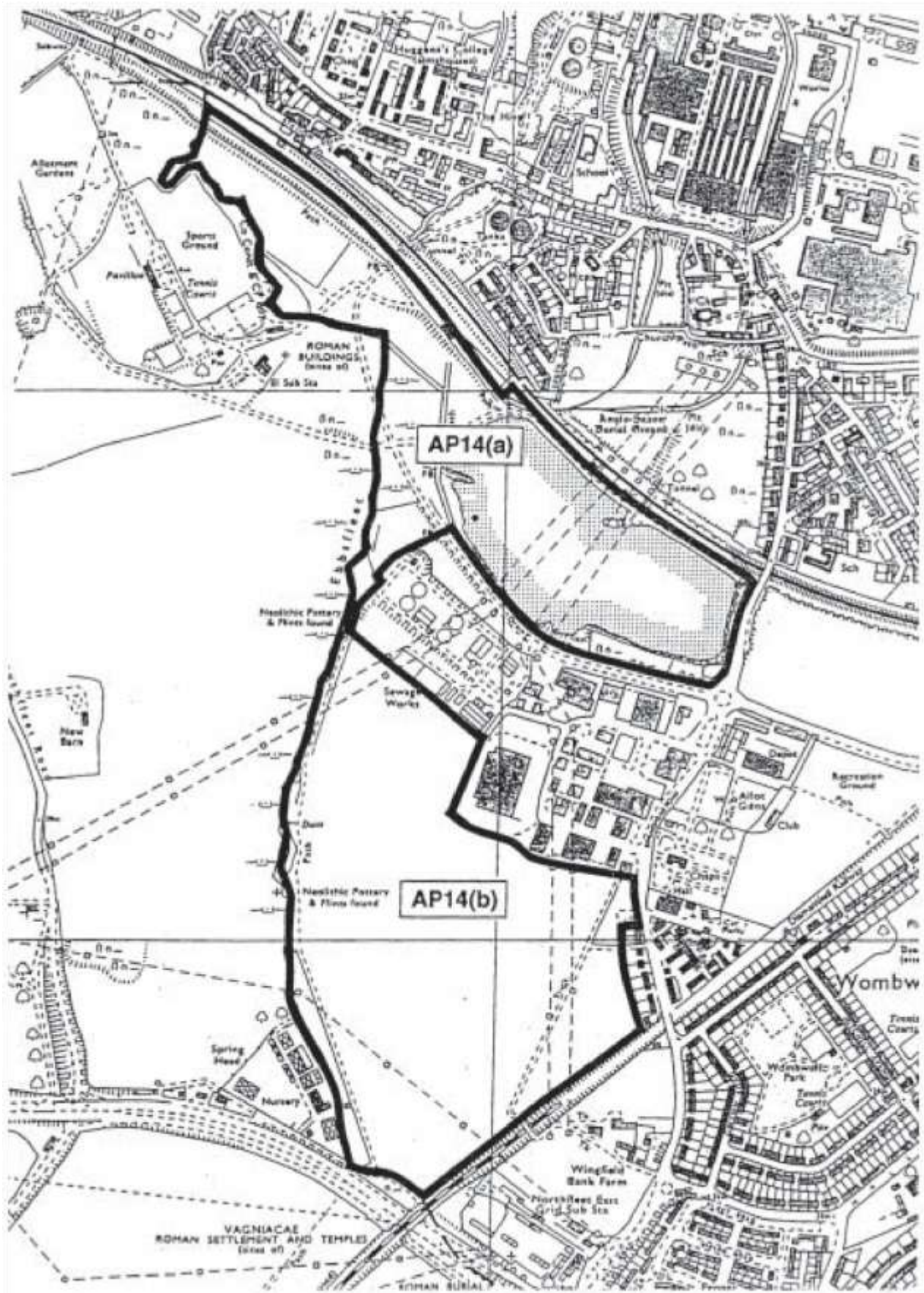
~~*In the area shown on the Proposals Map, the Borough Council wishes to see the existing open character of the area retained during the Plan period. In the longer term, beyond the Plan period, it is recognised that this area may have potential for built development, which could include commercial and recreational uses. However, such development would need to be associated with major infrastructure improvements and to take account of nature conservation interests. The Borough Council is willing to participate in studies to examine the development potential of this area in more detail and to join with others to prepare comprehensive plans for the use, development and management of the area as a whole. In the meantime, proposals likely to be prejudicial to longer term development considerations will be resisted. Additionally, the Borough Council will support a co-ordinated programme of environmental improvements in the short term, designed in a manner not prejudicial to the longer term development potential.*~~

Springhead

- 16.23 This southern portion of the wider area comprises attractive, open countryside. It is not subject to Green Belt policies but it is good agricultural land (Grade 2), much of which is also prominent in the landscape when viewed from the A2 and the Green Belt to the south. The western part of this area of land has a special character deriving from the Ebbsfleet Valley. The Borough Council will be particularly concerned to ensure the long-term protection of the landscape in the Ebbsfleet Valley, which is identified as an Area of Local Landscape Significance (see Policy C5). The River Ebbsfleet and its margins has also been identified as a Site of Nature Conservation Interest by the Kent Trust for Nature Conservation. It is recognised, however, that this area has development potential in the longer term, in particular on the plateau of land to the east of the farm track which marks a distinct change of slope away from the Ebbsfleet Valley. Such development could include residential and employment uses but would be subject to the improvement of off-site access connected with the South Thames-side Development Route. Whilst the Borough Council does not consider there to be a justification for the implementation of development proposals during this Plan period, advanced detailed planning studies will be required and some infrastructure provision may be needed, in order to facilitate the early commencement of development on what is likely to be a major site in the next Plan period.

~~*Policy AP14(b)*~~

~~*In the area shown on the Proposals Map, the Borough Council wishes to see the open existing character of the area retained during the plan period. Particular importance will be attached to protecting the landscape of the Ebbsfleet Valley and related pedestrian links, both during the Plan period and in the longer term. In the longer term, beyond the Plan period, it is recognised that parts of the area may have potential for built development which could include residential, commercial and recreational uses. However, such development would need to be associated with major infrastructure improvements. The Borough Council is willing to participate in studies to examine the development potential of this area in more detail and to join with others to prepare comprehensive plans for the use, development and management of the area as a whole. In the meantime, proposals likely to be prejudicial to such future considerations will be resisted. Additionally, the Borough Council will support a co-ordinated programme of environmental improvements in the short term, designed in a manner not prejudicial to the longer term development potential.*~~



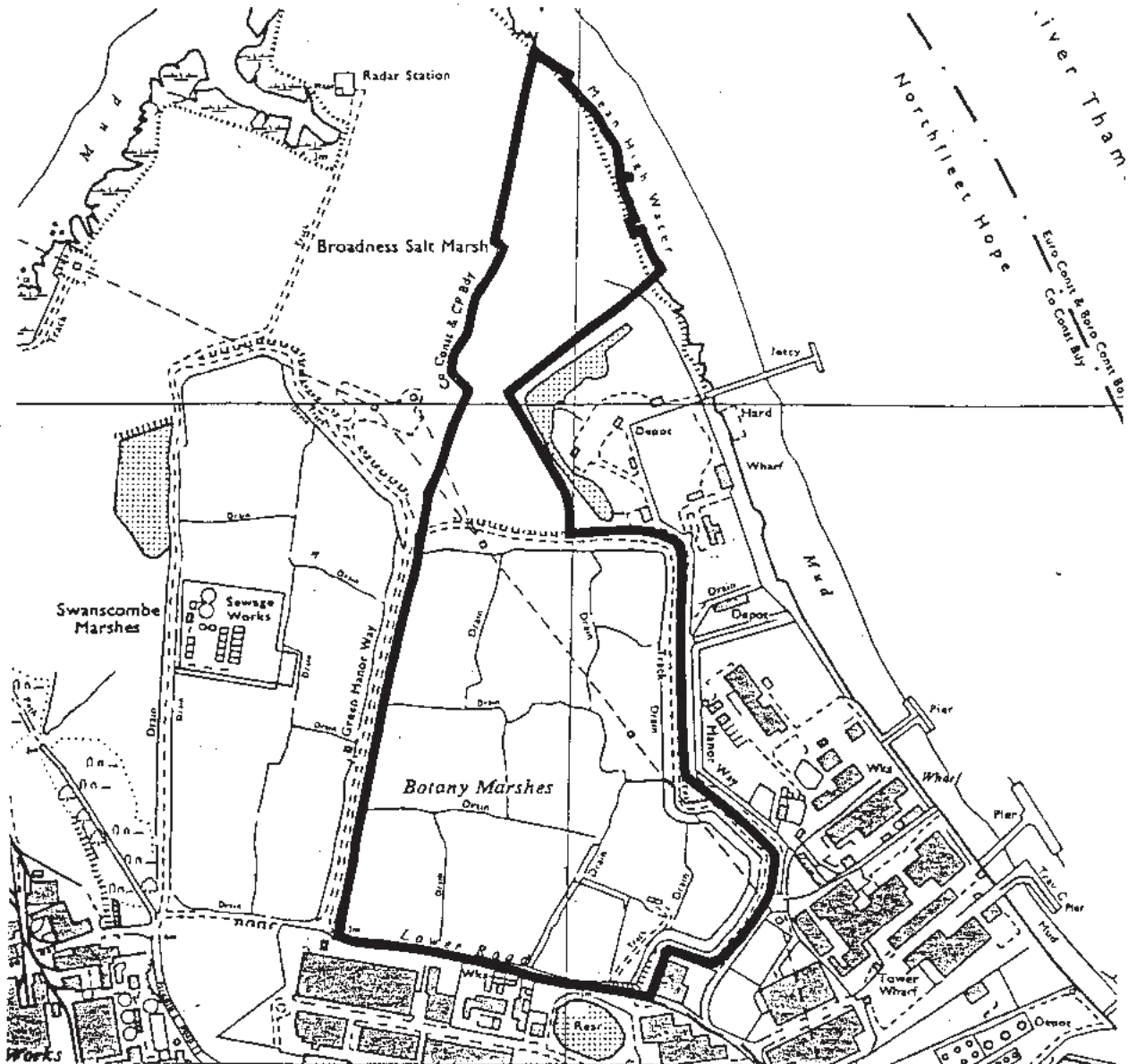
Area Policies AP14(a) and AP14(b): Land West of Springhead Road

Botany and Broadness Marshes

- 16.24 Botany Marshes in Gravesham, together with Swanscombe Marshes in Dartford and the former Broadness Salt Marsh in both districts, form a large promontory of mainly undeveloped land bordering the River Thames. In spite of extensive and large-scale industrial and commercial developments to the east and south, the area has a quality of remoteness. Botany Marshes is farmed together with adjoining land in Dartford but is isolated from other farmland. Broadness Marsh has been subjected to extensive filling with waste from the cement industry.
- 16.25 The area is protected by the flood defences of the River Thames but is generally low lying and the ground conditions present problems for development. Access to the primary road network is poor and infrastructure in the area is inadequate.
- 16.26 Part of the area is allocated for industrial development in the adopted Borough Plan. This allocated area has for the most part been acquired by one of the major local industrial concerns, in order that it should be kept essentially undeveloped to act as an environmental buffer zone for the firm's primary activity of metal refining. Built development on the allocated area is not likely to be proceeded with before the end of the century and the allocation in the existing Borough Plan is withdrawn in this Review. This should not be interpreted as implying any lack of long term commitment to the development of the land in this area.
- 16.27 It is recognised, however, that the wider area has future development potential, subject to the improvements of off-site access connected with the South Thames-side Development Route (formerly known as the Thames-side Industrial Route) and the co-operation of the landowners and local authorities concerned. Whilst there may not be a justification for the implementation of development proposals during this Plan period, advance detail planning studies will be required and some infrastructure provision may be needed, in order to facilitate the commencement of development in the next Plan period. The Borough Council would support the early preparation of a comprehensive plan for the use, development and management of this area, in association with Dartford Borough Council and major landowners. Such a plan should make provision for a balanced mixture of open uses and built development.
- 16.28 Pending completion and future implementation of such a comprehensive plan, the emphasis is likely to be on environmental improvements to the open land and the adjoining industrial areas, a restructuring of the road network within the area, the establishment of extensive landscaped and ecological areas and the improvement of public access to the riverside, through the agency of the Groundwork Kent Thames-side.

Policy AP15

~~*In the area shown on the Proposals Map, the Borough Council wishes to see the existing open character retained during the Plan period. In the longer term, beyond the Plan period, it is recognised that this area may have potential for built development. However, such development would need to be associated with major infrastructure improvements. The Borough Council is willing to participate in early studies to examine such development potential in more detail and to join with others to prepare comprehensive plans for the use, development and management of the area as a whole. In the meantime, proposals likely to be prejudicial to such future considerations will be resisted. Additionally, the Borough Council will support a co-ordinated programme of environmental improvements in the short term, designed in a manner not prejudicial to the longer term development potential.*~~



Area Policy AP15: Botany and Broadness Marshes

Mid Kent Golf Course

- 16.29 This extensive area of land lies adjacent to the A227, the principal approach to the Town Centre from the south. Along with the grounds of St George's School to the north west and the lower valley slopes to the west, it forms an important physical break between the built-up areas of Gravesend and Northfleet, as well as a significant landscape feature. The Borough Council expects the golf course to remain during the Plan period but if it should cease to operate, the site will be expected to remain in another open recreation use.

~~Policy AP16~~

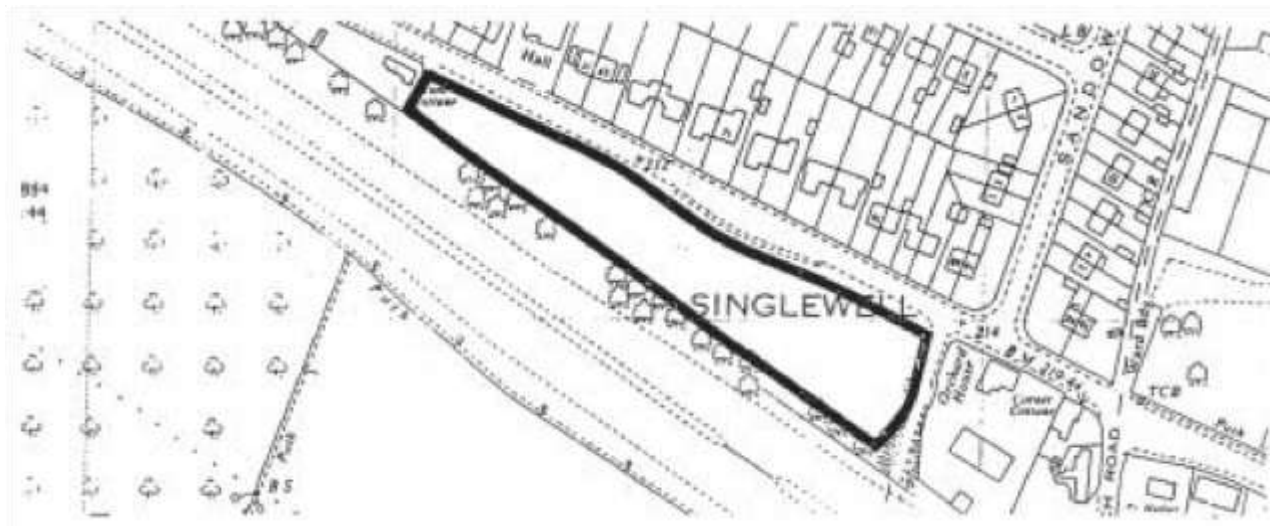
~~In the area shown on the Proposals Map, the existing golf course use is expected to remain. The Borough Council will oppose proposals which would reduce the open aspect of the land and reduce its value as an important physical break between the built-up areas of Gravesend and Northfleet. However it would not be opposed in principle to the use of the land for another open recreation use.~~



~~Area Policy AP16: Mid Kent Golf Course~~

Land South of Hever Court Road

- 16.30 This small triangle of open land lies within the urban area of Gravesend and Northfleet, north of the A2 Trunk Road. There are high and almost continuous levels of traffic noise from the adjacent A2 and this will constrain development potential. However, the site is not well located in relation to an existing A2 junction, to enable A2 related uses to take place. The best solution may be to use the site as a landscaped buffer.



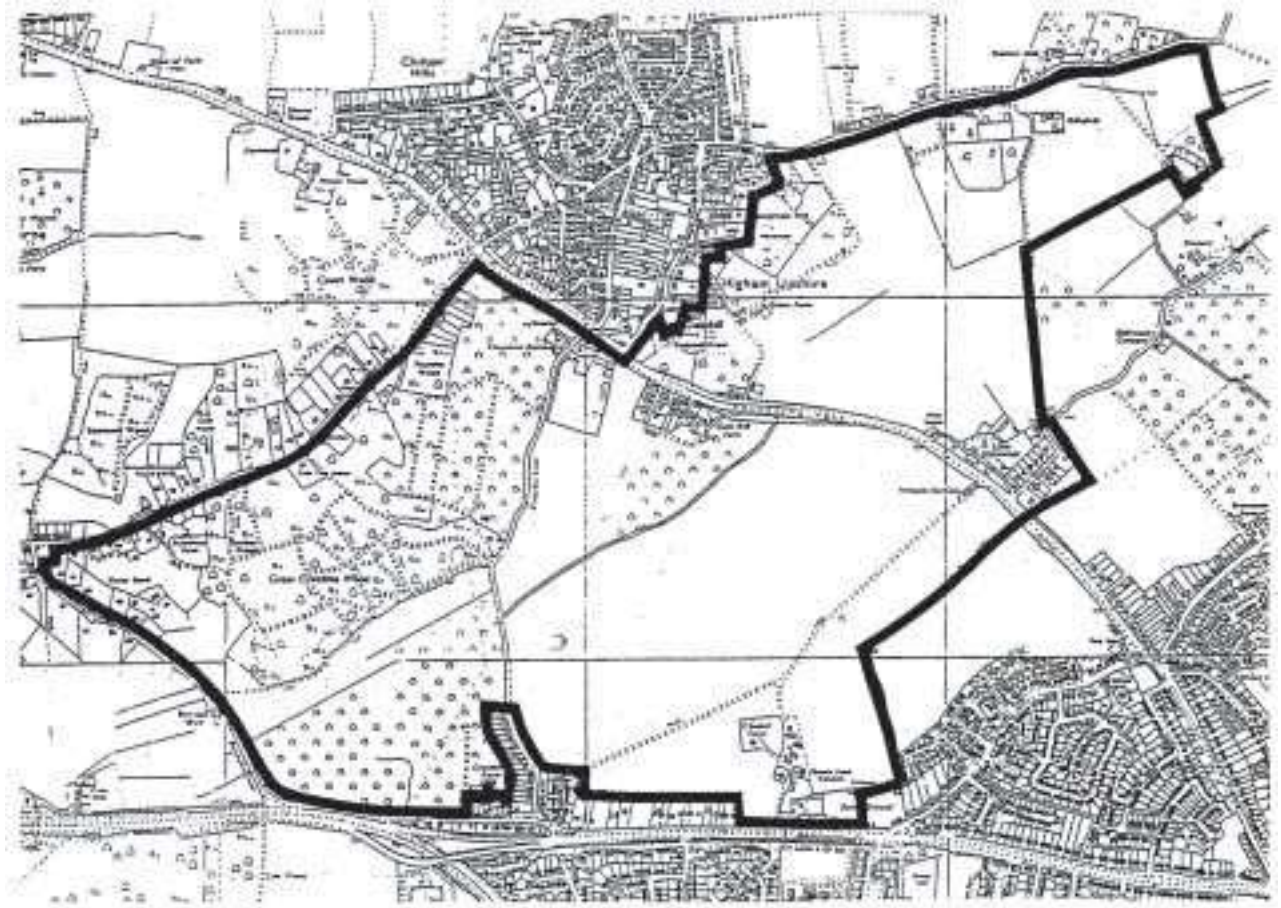
~~Area Policy AP17: Land South of Hever Court Road~~

~~**Policy AP17**~~

~~*In the area shown on the Proposals Map, the Borough Council is not opposed in principle to development but because of the noise and visual intrusion associated with the A2 trunk road, it will be necessary for development proposals to demonstrate that a satisfactory standard of amenity can be achieved, both in relation to the A2 and the residential uses to the north.*~~

Land Adjoining the Proposed Medway Towns Northern Relief Road

- 16.31 The proposal by the Kent County Council to construct the Medway Towns Northern Relief Road will leave substantial areas of land, currently largely in agricultural use, between the road itself, the village of Three Crutches, Higham and the outer boundary of the urban area of the Medway Towns. The Borough Council considers it of the utmost importance that this land which lies within the Metropolitan Green Belt is defended against proposals for inappropriate development, that the opportunity is also taken to safeguard the amenities of those who live closest to the proposed road and that environmental improvements at the urban fringe are secured. The Borough Council considers that this can best be achieved by clear and firm planning policies and by positive and comprehensive improvements to the landscaping of this area. These would involve both on-site and off-site landscape works related to the bypass, together with enhancement of the of the wider agricultural landscape by means of the increasingly diverse range of countryside initiatives and grants now available. Such an approach should reflect the high agricultural land quality and the farming pattern, with the emphasis on new hedgerows and shelterbelts and the occasional copse in field corners. Planting to extend the landscape proposals for the road would be particularly effective in creating more significant features and reducing the linearity of the route corridor.



~~Area Policy AP18: Land adjoining Medway Road Towns Northern Relief Road~~

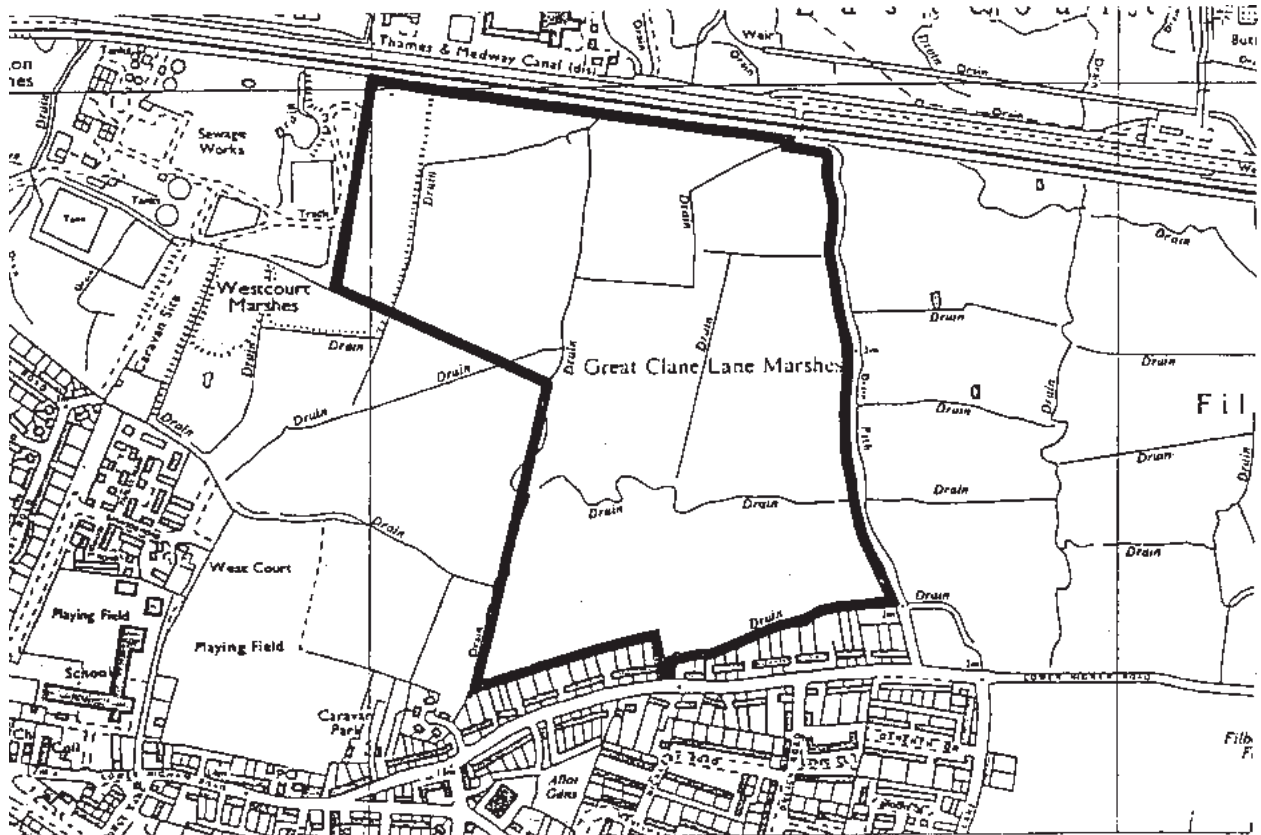
~~**Policy AP18**~~

~~*In the area shown on the Proposals Map, the general policies of this Plan shall prevail and the Borough Council will resist all inappropriate developments. At the same time, the Borough Council will also press for the implementation of substantial environmental improvements in the form of both on-site and off-site landscape works for the road scheme and broader countryside initiatives. Their aim would be to minimise the impact of the road, enhance the local landscape and residential amenity and soften the appearance of the urban edge of the Medway Towns.*~~

Great Clane Lane Marshes

- 16.32 Great Clane Lane Marshes form an extensive area of low lying land to the north east of the urban area. The area is not subject to Green Belt policies, although physically it is indistinguishable from the Green Belt land to the east. Agriculturally it is not of high quality, although some of the land has been improved. The area has a quality of remoteness particularly towards the north and east, and the north western portion has been notified as part of the South Thames Estuary and Marshes Site of Special Scientific Interest. Proposal PM9 relates to development of part of Great Clane Lane Marshes but neither the improved Lion roundabout nor the local highway network has the capacity to serve this wider area. A further constraint is the low lying nature of the land.
- 16.33 The Borough Council does not consider there to be any justification for allocating the area for development within this Plan period. If it can be demonstrated that the severe constraints to

development can be overcome part of the area may have some scope for development in the longer term. The most appropriate use meantime appears to be a continuation of agricultural use and safeguarding of the nature conservation interest.



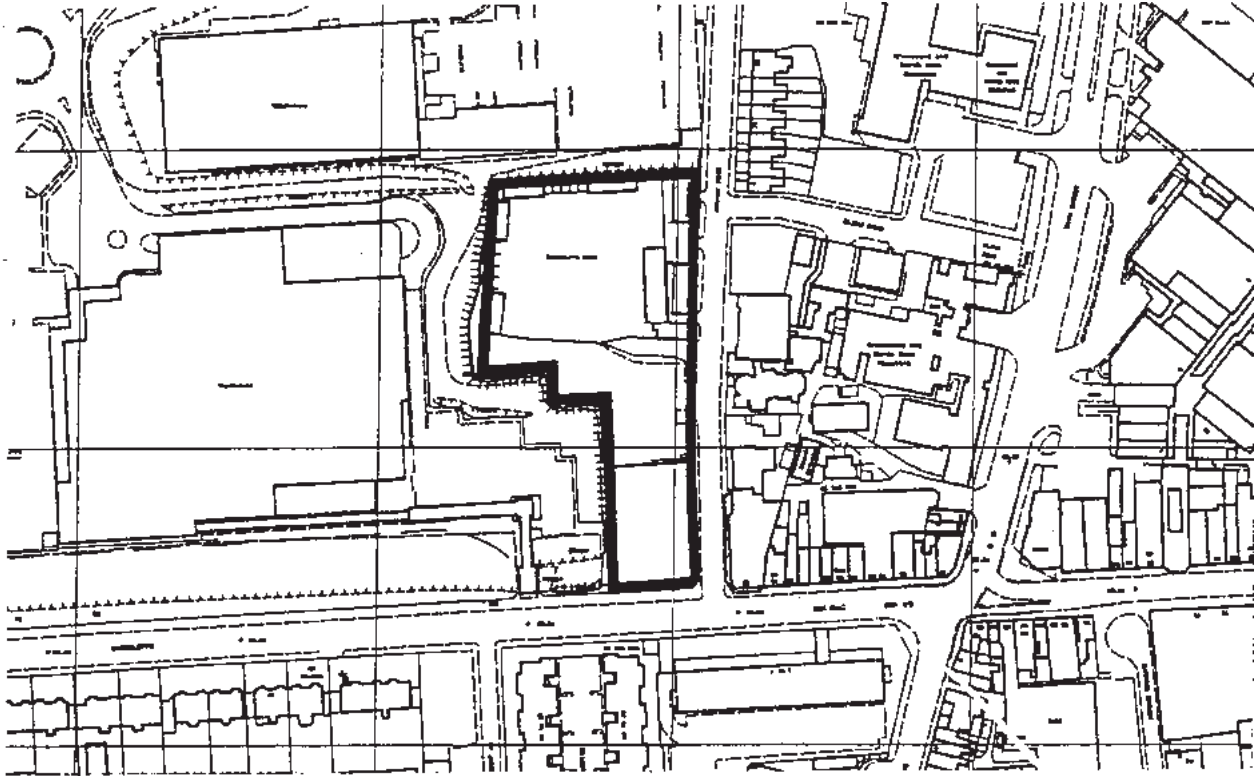
Area Policy AP19: Great Clane Lane Marshes

Policy AP19

In the area shown on the Proposals Map, the Borough Council expects that existing uses will remain for the most part undisturbed and will resist proposals for built forms of development.

West of Stuart Road (Southern End)

- 16.34 This site has become an important link between the main Town Centre shopping area in New Road, the St George's Centre and the newer retail developments in the Imperial Business Estate. Developments which strengthen the links between the two areas but which are not necessarily retail in nature, will be encouraged.



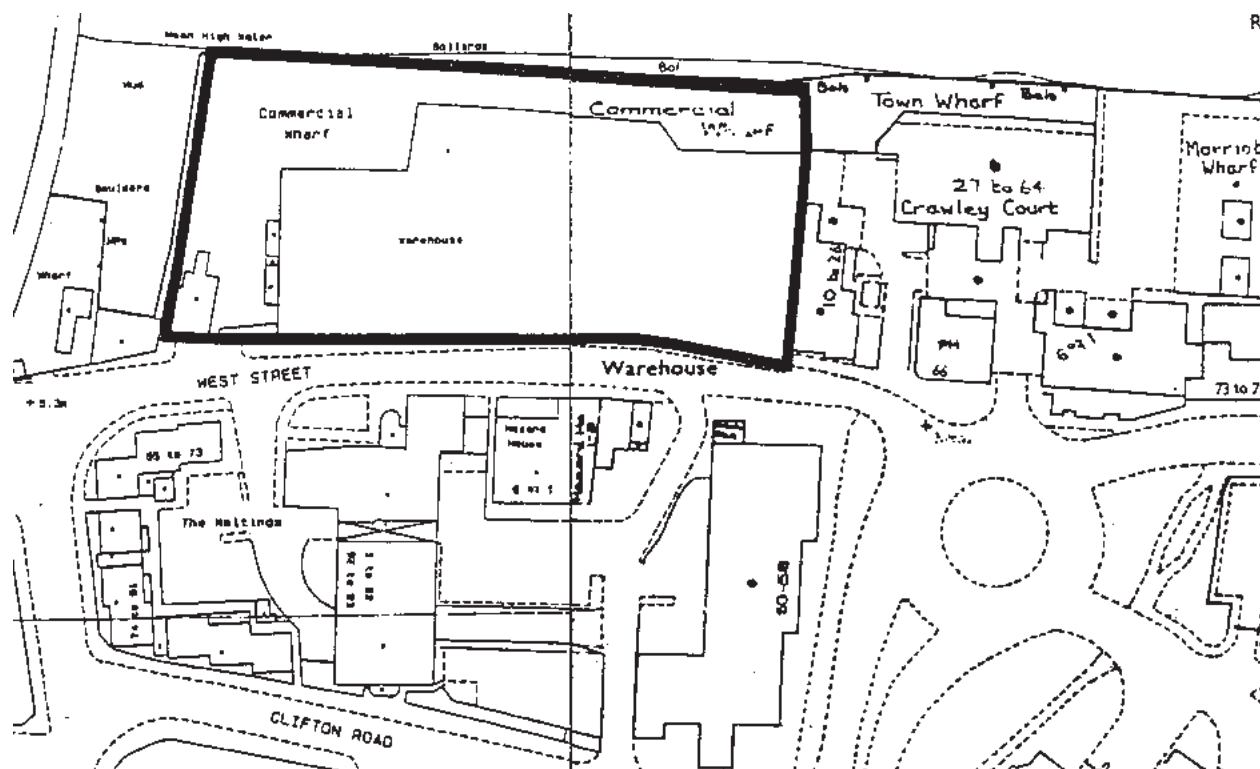
~~Area Policy AP20: West of Stuart Road (Southern End)~~

~~Policy AP20~~

~~In the area shown on the Proposals Map, the Borough Council will give encouragement to business developments which strengthen the links between the Town Centre and the Imperial Business Estate.~~

Commercial Wharf

- 16.35 The character of the area is likely to be changed considerably by the demolition of the West Street railway bridge. Along the Gravesend Riverside both landscape and townscape are important. It is necessary to promote development which sits comfortably amongst residential schemes in West Street and on the former Truman's Brewery. At the same time, it is necessary to enhance public accessibility to, and open up views of, the river and to ensure that the scale of new buildings is appropriate.



~~Area Policy AP21: Commercial Wharf~~

~~**Policy AP21**~~

~~*In the area shown on the Proposals Map, the Borough Council will encourage redevelopment of the riverside by a mixture of residential, office and entertainment related uses of appropriate scale and design but will seek opportunities to secure increased public accessibility to, and views of, the River Thames.*~~

Chapter 17

Utilities

17. UTILITIES

The Situation as Surveyed

- 17.1 Statutory undertakers (eg. SEGAS, SEEBOARD, Southern Water), the health authorities and the local authorities provide a wide range of services in Gravesham and have extensive land holdings to provide for facilities such as schools, playing fields, power stations and hospitals.
- 17.2 As indicated in previous chapters, some changes may occur in those facilities which are particularly sensitive to alterations in the size and composition of the population (eg. schools and health facilities) or new technology. The Borough Council has, for example, had a continuing dialogue with Kent County Council regarding potentially surplus education land.

The Borough Council's Approach

- 17.3 It is an objective of the Plan to safeguard the known requirements of statutory undertakers and public bodies, insofar as they relate to the use of land. Facilitating water supply in the area will be considered a high priority. The Borough Council's approach is to consult statutory undertakers, the Kent County Council and public bodies regarding their intentions and requirements during the Plan period up to 2001. Emphasis will be placed on the need for environmental sensitivity when implementing schemes. Where the public bodies have indicated firm commitments to carry out new developments, these are indicated below and shown on the Proposals Map.

Policies and Proposals

Southern Water Services

- 17.4 Planning permission has already been sought to increase capacity at the following reservoirs:-
Vigo Reservoir
Pitfield Reservoir

Southern Water indicated that Northfleet Sewage Treatment Works had insufficient capacity and due to the need to close Swanscombe Sewage Treatment Works in the adjoining Dartford Borough, improvements were required, merely to deal with existing effluent levels. Southern Water has now undertaken an improvement programme to increase capacity at the Northfleet Works, which will now enable it to cope with any further development in this part of the Borough.

~~Policy U1~~

~~Development will not normally be permitted before the relevant planning authority is satisfied that the capital works directly required to service the development are provided or will be provided.~~

Port of London Authority

- 17.5 The Port of London Authority has now completed and occupied a new Headquarters building at Royal Pier Road, Gravesend.

~~Proposal PU1~~

~~In considering the design and layout of any future development on the site, the Borough Council is particularly concerned that views of the river can continue to be~~

~~enjoyed by the public from Royal Pier Road and that the development makes a positive contribution to the Gravesend Riverside Conservation Area.~~

Telecommunications

- 17.6 Revised Planning Policy Guidance Note No.8 on Telecommunications (paragraph 5) states that “The Government’s general policy on telecommunications is to facilitate the growth of new and existing systems. The Government is also fully committed to environmental objectives, including well established national policies for the protection of the countryside and urban areas - in particular the National Parks (including the Broads and the New Forest), Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, the Green Belts, the Heritage Coast and areas and buildings of architectural or historic importance. Local planning authorities should respond positively to telecommunications development proposals, especially where the proposed location is constrained by technical considerations, while taking account of the advice on the protection of urban and rural areas in other planning policy guidance notes.
- 17.7 Paragraph 26 of Revised PPG8 urges planning authorities “to be alive to the special needs and technical problems of telecommunications development. Each application should be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include the significance of the proposed development as part of a national network”. Planning authorities are further advised not to question the need for the service which a proposed development is to provide nor to seek to prevent competition between different operators.

Policy U2

~~The Borough Council recognises the importance of new telecommunications development and will consider any such proposals for development having regard to the advice contained in PPG8. In cases where there is a conflict with policies to protect the environment, planning permission will only be given where there is no overriding amenity objection and:-~~

- ~~(i) the applicant has demonstrated that no reasonable alternative site exists;~~
- ~~(ii) the applicant has proved that there is no reasonable possibility of sharing existing facilities with another operator.~~

South East Thames Regional Health Authority Dartford and Gravesham District Health Authority

- 17.8 The Health Authorities are currently examining a range of options for hospital development in the Dartford and Gravesham Health District. They have a preference to construct a new District General Hospital at Darenth Park, Dartford, but have indicated that they will continue to bring about important improvements at the Gravesend and North Kent Hospital. A consultation document has been recently issued, but a final decision has not yet been taken.

Policy U3

~~The Borough Council supports an increase in the number of hospital beds provided in Gravesham and the retention of a sufficient range of hospital facilities to cater for the needs of the area. It would support the further consolidation of facilities on the present site of the Gravesend and North Kent Hospital, as shown on the Proposals Map.~~

Kent County Council

- 17.9 The Kent County Council provides a wide range of services and consequently has a diverse range of land holdings and land requirements. These are set out by the nature of the service:-

(a) Education

Education is an extensive user of land in the Borough, through the provision of schools, colleges and associated playing fields. However, school rolls generally are falling and it is likely that the housing provision made in this Borough Plan Review will not result in any significant increase in population but will be offset by a generally declining average household size. Accordingly, there are no proposals by Kent County Council for new school sites, although the provision of educational facilities will be kept under review. The North West Kent College of Technology has partly relocated to the former Gordon School site at Denton and the remainder of the Gravesend branch of the college is due to follow. The Kent County Council is undertaking a review of schools in the Borough which may result in some school closures or mergers and identification of further surplus land. A policy to safeguard other educational land is included in Policy LT3.

(b) Youth Services

The existing Youth Centre at Denton is being refurbished. The provision of a new youth centre within the proposed development of the North West Kent College of Technology will be kept under review subject to financial resources being available.

(c) Social Services

No proposals have been notified to the Borough Council which would require the identification of land.

(d) Highways

Proposals for new roads and the improvement of roads are indicated in Chapter 12.

(e) Library and Museum facilities

Kent County Council intends to provide additional library and museum facilities in Central Gravesend. Subject to financial resources it is proposed to extend the facilities of the Central Library in Windmill Street. However, as an alternative the Kent County Council is considering the relocation of Northfleet Library at London Road, subject to financial resources.

(f) Fire, Police, Probation and Magistrates Courts

Kent County Council do not envisage any changes in land requirements for the above services. Magistrates Courts are funded partly by the Kent County Council and partly by the Home Office. At present, they are located in the Old Town Hall, High Street, Gravesend and have recently been refurbished.

Gravesham Borough Council

- 17.10 The Borough Council provides a diverse range of services. Those of its development proposals which are likely to be carried out in the Plan period are shown on the Proposals Map. Where developments are unlikely to take place within the Plan period, the land is safeguarded on the Proposals Map. Because of the diversity of the Proposals, they have been referred to in the appropriate chapter of this Written Statement - for example, proposals for local authority housing are referred to in the Housing Chapter - and they are not identified separately here.

Chapter 18

Resources and Implementation

18. RESOURCES AND IMPLEMENTATION

The Availability of Resources

- 18.1 All plans must be realistic. To make proposals which, however desirable, are incapable of being implemented because of shortage of resources, not only brings discredit to the Plan but can create planning blight. This chapter considers the resources and agencies available for the implementation of the Borough Plan Review.

The Private Sector

Private Individuals

- 18.2 This group includes owner occupiers, small traders and private landlords. Although the individual decisions taken by this group are generally small in scale, if taken as a whole, they can greatly influence the present and future situation in the Borough.
- 18.3 Whilst the Borough Council has no direct control over the investment decisions taken by this group, it can encourage maintenance and improvement of properties by creating a suitable climate for investment. For example, the Borough Council could declare that a housing area will remain in housing use and will be environmentally improved. There is no realistic way in which the resources available to private individuals in the pursuit of the policies and proposals of this Plan can be assessed.

Private Firms

- 18.4 This group ranges from the large industrial firms, investment institutions or developers to small firms. The former group can significantly alter the appearance and function of an area as a result of one or two large investment projects, whilst the latter by means of a series of individual small decisions, can also significantly alter the environment. This category now includes utilities previously in the public sector, for example Southern Water, British Gas and British Telecom.
- 18.5 The Borough Council normally has no direct control over this group and its investment decisions but it can negotiate, influence and control it through its statutory planning powers. In some instances, the Borough Council may be more directly involved, particularly in partnership schemes (see paragraph 18.9). There is no realistic way in which the spending of private firms in the pursuit of the policies and proposals of this Borough Plan Review can be assessed.

The Public Sector

The Borough Council

- 18.6 The Borough Council is the District Planning Authority. Besides having some powers to control development proposed by outside bodies, the Borough Council is a significant developer and investor in its own right, due to the many public services that it provides. These include local authority housing, house renovation grants, construction and maintenance of highways, traffic management (under agency powers from Kent County Council), provision of recreation and leisure facilities, allotments, public car parks, environmental improvements, and the provision of land for industry. The extent to which the Borough Council can implement the policies and proposals of this Borough Plan Review will depend on the financial and other resources available to it.

Kent County Council

- 18.7 The Kent County Council is the strategic planning authority and is also a significant developer and investor in its own right, because of the many services it provides for the public which include education, libraries, transport, the police, the fire service and social services. The Kent County Council has significant land holdings in the Borough, particularly school sites.

Other Public Agencies

- 18.8 Other public agencies are also significant as developers and investors. Some of them have substantial existing landholdings within the Borough. Bodies which may be particularly significant for the future development and use of land in the Borough include:-

- (i) Central Government.
- (ii) The Health Authorities* (South East Thames Regional Health Authority and Dartford & Gravesham District Health Authority).
- (iii) The National Rivers Authority.
- (iv) The Port of London Authority.*

Footnote:

- * Development proposals by these bodies, which are likely to be carried out within the Plan period, are discussed in Chapter 17.

Partnership Schemes

- 18.9 The Borough Council may enter into partnership agreements with the private sector. In these a private company finances and undertakes the development of a site owned by the Borough Council. This method of financing has already been used to good effect in the St George's Centre shopping development and to facilitate development of the Springhead Enterprise Park.

Implementation

- 18.10 The Borough Council is keen to ensure that the policies and proposals of this Borough Plan Review are not constrained by the unavailability or inadequacy of road and other service infrastructure and that any additional provision which may be necessary is adequately programmed. Sewerage and water supply should be requisitioned within the terms of the Water Industry Act 1991 and highway improvements should be carried out by means of an agreement with the highway authority.
- 18.11 Although many of the policies in this Borough Plan Review are likely to have financial implications, in most cases these are impossible to quantify. Also it is difficult in many cases to identify which agencies will be involved in progressing them. The Policies may be regarded as setting a framework within which developers and others can respond to the Plan. It is not possible to state when developments in accordance with these policies will take place. The Proposals are more definite and represent the positive element of the Plan. Where possible these have been quantified and programmed as indicated in the following Schedule:-

SCHEDULE OF PROPOSALS

REFER- ENCE	PROPOSAL	AGENCY	PROBABLE DATE FOR IMPLEMENTATION
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New Housing

PH1	Cannon Walk, Gravesend	GBC/Private Sector	1991-96
	Commercial Wharf, Gravesend	Private Sector	1991-96
	Constable Road, Northfleet	GBC/Private Sector	1991-96
	Adj. 76 Darnley Road, Gravesend	Private Sector	1991-96
	Dashwood Nursery, Northfleet	GBC/Private Sector	1991-96
	Denton Retreat, Gravesend	KCC/Private Sector	1991-96
	Horn Yard, Gravesend (part)	GBC/Private Sector	1991-96
	Landseer Avenue, Northfleet	Private Sector	1991-96
	Lennox Road, Gravesend	Private Sector	1991-96
	Trinity Road, Gravesend	Private Sector	1991-96
	The Old Sea School Site, Gravesend	Private Sector	1991-96
	Springhead Road, Northfleet	GBC/Private Sector	1991-96
	Third Avenue, Northfleet	Private Sector	1991-96
	37 Waterton Avenue, Gravesend	Private Sector	1991-96
	Westcourt School, Gravesend	KCC/Private Sector	1991-96
	Wingfield Bank Farm, Northfleet	Private Sector	1991-96
	Wrotham Road CP School, Gravesend	KCC/Private Sector	1991-96
PH2	West of Wrotham Road, Gravesend	Private Sector	1996-2001
	North East Gravesend	Private Sector	1996-2001
	Milton Barracks, Area 2, Gravesend	KCC/Private Sector	1996-2001

Employment

PE1	East of Canal Road, Denton	Private Sector	1991-96
	Denton Wharf, Mark Lane, Denton	Private Sector	1991-96
	Lennox Road Pit, Northfleet	Private Sector	1991-93
	East of KSB Engineering, Wharf Road	Private Sector	1991-96
	North of Comma Oil	Private Sector	1991-96
	North East Gravesend	Private Sector/GBC	1996-2001
	Northfleet Power Station, Northfleet	Private Sector	1996-2001
PE2	Grove Road, Northfleet	Private Sector	1991-96
	Horn Yard/Bull Yard, Gravesend	GBC/Private Sector	1991-96
	Vale Road & Springhead Road, Northfleet	GBC/Private Sector	1991-96
	Land west of Wrotham Road, Northfleet	Private Sector	1991-96
	Wingfield Bank Farm, Northfleet	Private Sector	1991-96

Gravesham Local Plan First Review Adopted November 1994
Saved and Deleted Policies Version from September 2014

REFER- ENCE	PROPOSAL	AGENCY	PROBABLE DATE FOR IMPLEMENTATION
PE2 cont.	1-5 Wrotham Road, Gravesend Canal Road/Norfolk Road, Denton Barrack Row, Gravesend East of Canal Basin, Gravesend Parrock Street & Lord Street, Gravesend Dover Road Pit, Northfleet Power Station Stonebridge Road, Northfleet	GBC/Private Sector Private Sector/GBC B.R./Private Sector Private Sector GBC/Private Sector Private Sector Private Sector	1991-96 1991-96 1996-2001 1996-2001 1996-2001 1996-2001 1996-2001
Countryside			
PC1	Landscape Strategy	GBC	1991-2001
Leisure and Tourism			
PLT1	Land for Public Open Space	Private Sector/GBC	1991+
PLT2	Former Gravesend West Railway Line	British Rail/GBC	1991+
PLT3	Thames and Medway Canal	British Rail/GBC	1991+
Transport – Road Proposals			
PT1	Medway Towns Northern Relief Road	KCC	1991+
PT2	Town Centre Road Network	KCC	1991+
PT3	North East Gravesend	KCC	1994-96
PT4	Improvement of A227	GBC/KCC	1991+
Car Parking			
PPI	Horn Yard, Bull Yard & the Open Market	GBC	Continuing
	Milton Place, Gravesend	GBC	Continuing
	Parrock Street, Gravesend	GBC	Continuing
	Eden Place, Gravesend	GBC	Continuing
Major Sites			
PM1	Horn Yard, Bull Yard & the Open Market	GBC/Private	1991+
PM2	Land between Church Street & West Street	Unknown	1996-2001
PM3	Barrack Row	Unknown	1996-2001

Gravesham Local Plan First Review Adopted November 1994
Saved and Deleted Policies Version from September 2014

REFER- ENCE	PROPOSAL	AGENCY	PROBABLE DATE FOR IMPLEMENTATION
PM4	Parrock Street and Lord Street	GBC	Unprogrammed
PM5	The Canal Basin, Gordon Promenade, G/end	GBC	Continuing
PM6	Imperial Business Estate	GBC/Private	Continuing
PM7	Springhead Enterprise Park	GBC	Continuing
PM8	Land west of Wrotham Road	Private	1991+
PM9	Land at North East Gravesend	Private GBC/KCC	1996-2001
PM10	Vale Road & Springhead Road, Northfleet	GBC	1991-96
PM11	East of the Canal Basin, Gravesend	GBC/Private	Unprogrammed
PM12	Northfleet Power Station	Private	1996+
PM13	Ferry Motors, Gravesend	GBC/Private	1991-1996
PM14	Wingfield Bank, Northfleet	Private	1991-2001

Utilities

PU1	Port of London Authority	P.L.A.	1991+
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Chapter 19

Monitoring and Review

19. MONITORING AND REVIEW

Introduction

- 19.1 The Borough Plan Review is not a rigid “blueprint” for the future development of the Borough. The circumstances under which it has been formulated will inevitably change over time and a number of factors which are now uncertain will come into sharper focus. It is therefore essential to keep the Plan up-to-date.
- 19.2 It is important to distinguish between monitoring and review. Monitoring is a continuous activity required to assess the validity of Plan assumptions, the implementation of policies and proposals and their effectiveness in meeting stated objectives. Review is a statutory process by which the Borough Council actually makes revisions to the policies and proposals contained in the Plan. It is not a continuous process but is undertaken as and when monitoring reveals significant changes requiring a review.

Monitoring

- 19.3 The approach adopted in the Approved Kent Structure Plan places great emphasis on the monitoring process and reports are produced detailing changes in the background to that Plan and examining progress towards implementation of its policies and proposals. The Borough Plan Review will rely in part on the Kent County Council Monitoring Reports for information on any changes in the basic assumptions of the Plan such as population and economic activity. The greater degree of detail in this Borough Plan Review will require a certain amount of monitoring at local level.

Review

- 19.4 It is acknowledged that the Borough Plan Review is not fully relevant to rapidly changing circumstances in North Kent. Work will therefore commence immediately on a Second Review of the Plan to take account of the Structure Plan Third Review, the Thames Gateway Planning Framework and the continuing development of the Channel Tunnel Rail Link (including Ebbsfleet Station).

Appendix 1

Statements of Housing Types and Area Character

APPENDIX 1

STATEMENTS OF HOUSING TYPES AND AREA CHARACTER

This guidance applies to infilling, minor redevelopment and to developments within a housing area on previously non-residential sites.

Pre-1919 Villas

The character in these areas derives from spaces between buildings, the design and proportions of the buildings and landscaping. Redevelopment is not opposed in principle but must reflect scale, massing, materials and the footprint of existing, adjacent and surrounding buildings. Existing landscaping must be respected and amenity areas, particularly to the rear, should not be dominated by parking. Development which takes a substantial part of rear gardens will generally be resisted.

Pre-1919 Terraced

These areas are characterised by quite high densities. The townscape quality derives from their regularity and the amenity space from small rear gardens. Such areas are generally lacking in car parking and typically front gardens are absent. Redevelopment is not opposed in principle but densities higher than existing are unlikely to be acceptable. Where redevelopment or new development occurs, car parking and amenity standards must be met and densities may therefore need to be lower than existing. New development should not exceed by more than one storey that of existing development in the area. Scale, sympathetic elevations and protection of existing rear gardens are likely to be important.

Inter-War Terraced Housing

These are areas characterised by a lower density than the pre-1919 stock, principally because of larger rear gardens, almost universal small front gardens and sometimes rear access. Amenity for the area derives largely from the open character of the land at the rear of the terraces. On-street parking tends to be a serious problem, even where rear access ways and parking facilities exist, since growth in car ownership has outstripped the facilities available. Development of land at the rear would not be acceptable because of loss of amenity to existing frontage dwellings (unless proposals encompassed a redevelopment of an entire block, ie the existing frontage dwellings as well). Storey heights on redevelopment or new development should not exceed that of existing development by more than one storey.

Inter-War Detached/Semi-detached Housing

This category includes dwellings with large rear gardens, usually well stocked with trees which contribute considerably to an attractive open and semi-rural character. Such dwellings may be vulnerable to redevelopment proposals if modest dwellings on large plots can be assembled and demolished. A significant increase in the density of development is unlikely to be acceptable, particularly if it involves development of back gardens. Development of 'backland' is usually unacceptable because of the loss of amenity to existing frontage development and length of accesses. Storey heights should be the same as that of existing development.

Inter-War Municipal Housing

In Gravesham this tends to be two storey semi-detached stock or short terraces, usually as houses but sometimes as low rise 2 or 3 storey flats. Densities tend to be fairly low by present day standards

with rear gardens creating an open character. Such property often suffers from inadequate parking facilities which tends to lead to extensive on-street parking. "Right to Buy" legislation has resulted in a number of such properties now being privately owned in Gravesham. Redevelopment may be justified to improve the standard of the housing stock and access and parking arrangements.

Post-War Municipal Housing

This tends to be of two types:-

(1) Suburban

Early post-war suburban estates tend to reflect the pattern of inter-war stock, usually to slightly higher densities and with a general lack of off-street provision for cars. The stock is usually 2 storey terraced or semi-detached houses, with some low rise flats. There has been sufficient time for landscaping to mature. Where provided, rear car parking areas are communal and may be poorly maintained. A number of properties are now privately owned. Some immediately post-war dwellings are system-built and potentially a problem. They may need to be redeveloped and, if so, there is merit in this being done comprehensively and to a higher density.

(2) High Density

Some parts of the urban area were redeveloped comprehensively under slum clearance powers in the 1960's, although this was less extensive in Gravesham than in many towns. Often this resulted in flat developments, sometimes medium rise. There may be some opportunities for improvements if the stock is refurbished or redeveloped.

Post-War Private Housing

This can be classified in two ways:-

(1) Early post-war

Early post-war private estates tend to follow the inter-war pattern, of mainly two and three bedroom terraced and semi-detached houses. However, they were usually to a higher density, with smaller gardens but normally making some off-street provision for cars. More recent developments have tended to be at higher densities and coupled with increasing car parking standards, these have resulted generally in smaller rear gardens.

(2) Recent post-war

In the 1980's, private developers have shown more interest in amenity and appearance and whilst densities remain high, more effort has been put into external design and hard and soft landscaping. Also layouts have been more informal on the pattern of Design Bulletin 32. Another recent trend has been for private developers to offer a greater range of dwelling types. Developers are building a higher proportion of small detached dwellings, dwellings for smaller households, including flats and sheltered elderly persons accommodation. Flats in particular have recently been built to very high densities.

Appendix 2

Statements of Parish and Village Character

APPENDIX 2

STATEMENTS OF PARISH AND VILLAGE CHARACTER

Parishes of Cobham and Luddesdown (pop. 1,582, 1991 Census)

Cobham is well known for its old picturesque village street and many fine buildings with historical associations, surrounded by green fields, woodland and orchards.

Luddesdown is the smallest and most secluded of the five rural parishes in Gravesham, lying at the junction of four valleys behind Cobham. It is characterised by little winding lanes and paths between hills and valleys, woods and open fields.

Villages

Cobham

Cobham is a traditional Kent village with Dickensian associations. Lying to the south of the A2 trunk road and being wholly within a designated conservation area, it remains largely unspoilt by modern residential estate development. The village core around the Church, Cobham College and The Old Leather Bottle, is particularly attractive.

Conservation is of prime importance. Proposals for development, sensitive to the needs of the village, should seek to enhance the character of their surroundings, without exacerbating existing highway and traffic problems. Small developments displaying a very high standard of design may prove acceptable, particularly where they improve the social functioning of the village.

Sole Street

The settlement is largely a modern residential settlement in a pleasant rural area, with few local facilities other than the railway station. This provides easy access to the Medway Towns and London. A tendency for residential development to spread along country lanes threatens the rural character of the locality. There is an older pre-war core along the road called Sole Street and part of Round Street, where plots tend to be generous. Landscaping and existing spaces within the village are important features.

Subject to the suitability of access, a satisfactory relationship with neighbouring properties and due regard for site features, eg. trees, further infilling may be acceptable.

Parish of Higham (pop. 3,905, 1991 Census)

Higham extends south-east from the Thames across the Higham Marshes and then climbs some 250 feet to the A2 trunk road which marks Higham's southern boundary. Close to this boundary is the head of an attractive dry valley which runs north-east through the southern end of the Parish.

The Parish consists mainly of agricultural farmland but set within its countryside are the villages of Higham Upshire, Lower Higham and Three Crutches, the small hamlet of Church Street and Higham's several remaining great houses.

Villages

Higham Upshire

The village, lying to the east of Gravesend, is located on relatively high ground to the west of Telegraph Hill. The village, which has historic connections with Charles Dickens, lies on the north side of the Gravesend/ Rochester Road, enjoys a range of facilities and has attracted much residential growth in the past.

To safeguard its rural environs and the piecemeal growth of estate development, the planning intention is to contain further development within its built confines, to the north of the Gravesend/Rochester Road. As opportunities arise, further infilling may be anticipated. The generous plots, landscaping and outlook to and from Telegraph Hill are important features to protect.

Lower Higham

The village occupies the lower terrain to the north of Higham Upshire and straddles the North Kent railway line and adjoining disused canal. It is a settlement with few facilities and a piecemeal development pattern. The availability of rail travel from this location has attracted residential growth.

Further extension of this settlement is not envisaged, in order to prevent the further spread of residential development into its open agricultural surroundings and to avoid conflict with Green Belt policy. Any new development is expected to be relatively minor.

Three Crutches

The settlement is a small residential outlier on the north side of the A2. Connection of the proposed Wainscott Northern Bypass to the A2/M2 junction, is expected to affect its western extremity. Its northern surroundings are essentially agricultural. Any further development is expected to be relatively minor and no more than infilling within its built confines.

Parish of Meopham (pop. 8,856, 1991 Census)

Meopham is a large rural parish an area of 8.5 square miles. The centre is just 5 miles south of Gravesend and the River Thames. Its four villages (Hook Green, Meopham Green, Culverstone and Vigo) and the hamlet of Harvel, all separated by large tracts of agricultural land, nestle in a very beautiful part of the North Downs. It possesses a wealth of historic buildings (44 of them listed), a host of village greens (20) scattered throughout the Parish, two Country Parks, and is bristling with well documented footpaths, bridleways and byways which traverse miles of attractive landscapes and open country.

Villages

Culverstone Green

The village lies east of Wrotham Road (A227), in the south of Gravesham. It mainly consists of modern development. Recent residential growth has spread eastwards along Willow Walk but more particularly along Whitepost Lane, making the village rather straggly in form. The pattern of growth has been piecemeal and local facilities are scattered.

The planning issue is seen to be the containment of suburbanisation. Associated objectives are to maintain the rural appearance of the area, to resist merger with the Culverstone Valley Area and Vigo Village.

Any new development is expected to be of an infilling/improvement/replacement nature, strictly within defined limits to the east of Wrotham Road. Features to protect include the generally spacious nature of plots and the extensive landscaping, with due regard for the existing tree cover.

Hook Green

Hook Green is an attractive residential location straddling the Gravesend/Wrotham Road, with a range of local facilities including a railway station. The historic core is Hook Green itself, with nineteenth century development close to the station.

The need is identified to contain the further outward growth of the community, respect its open rural surroundings and prevent merging with existing development in its environs. Further infilling may be anticipated within the village but particular care needs to be exercised to conserve the Green and its surroundings. Emphasis should be given to the maintenance and upkeep of the appearance of the area in terms of buildings, space and trees. With good local facilities, including a bus route and the railway station, the village has some scope for elderly persons' accommodation, providing such development does not swamp local character through the massing of buildings.

Meopham Green

The village, lying a short distance to the south of Hook Green, is an attractive settlement. The Green, with Windmill and hostelrys, is renowned as a venue for village cricket, whilst historic Meopham Court and Church (outside the village confines) reflect the community's medieval origins.

Conservation and containment of residential growth are seen to be the two principal objectives. Thus, within strict defined built confines, minor development and minor redevelopment may be anticipated. Special care, however, will need to be taken when determining the appropriateness of any development within the designated conservation areas, where the protection of established character is essential for retention of identity.

Vigo Village

This village, on top of the Downs and at the southern extremity of Gravesham, is an example of modern village planning. It integrates residential estate layout and existing woodland and segregates pedestrian and vehicular movement by a system of footpaths focusing on a small shopping centre.

The location of the village and its comprehensive design impose strict limitations on the nature of future development. Landscape features such as earth mounding, tree belts and screens, grassed strips alongside roads and areas of woodland, are important in the design concept and need to be protected from encroachment. Any new development is expected to be minor and in harmony with the original plan.

Parish of Shorne (pop. 2,185, 1991 Census)

Shorne is situated to the east of Gravesend, stretching from Watling Street to the Thames. It is set in pleasant countryside and there is a fine view from high ground near the village across to Essex and London. A certain amount of development has taken place here in recent years but the village atmosphere remains.

Villages

Lower Shorne

The settlement is a small compact residential area of inter-war origins, on the north side of the Gravesend/ Rochester Road. It is designated "a village" for the purposes of the Borough Plan

Review, owing to the difficulty of applying appropriate policies if it were to be left in the Green Belt. However, it contains none of the facilities normally expected of a village.

It is not considered appropriate to extend this small settlement but minor development or minor redevelopment may be anticipated. This may include improvement and extension of existing dwellings, provided the proposal is in harmony with its surroundings and not excessive in scale.

Shorne

Shorne is one of Kent's traditional villages nestling in the folds of the country to the south of the Gravesend/ Rochester Road (A226). It enjoys many features worthy of conservation. Any intensification or spread of residential development would diminish its character or intrude into its rural surroundings.

Any proposals for further development are expected to be relatively minor. Nevertheless, they will need to respect the setting, scale and character of existing buildings and have regard to the tree cover. A rigorous observance of these requirements is necessary in the designated conservation area. An opportunity for additional residential development is identified on the south side of Swillers Lane.

Shorne Ridgeway

The settlement, to the south of Shorne village, is something of a residential outlier of varying density, centred on the junction of Tanyard Hill and The Ridgeway. The latter is a well used route between the A2 trunk road and the Gravesend/Rochester Road at Higham Upshire. The core of the settlement around the Tanyard Hill/ The Ridgeway junction is designated a conservation area.

To protect the rural character of this location, it is considered necessary to contain the spread and intensification of residential development within strict limits. Thus, within the built confines defined on the Proposals Map, development of a relatively minor nature may be anticipated, which generally observes the scale and settings of existing buildings and the needs of conservation.

Istead Rise (pop. 3,756, 1991 Census)

Village

Istead Rise

The settlement has inter-war origins and since the 1950's the village has become a large residential estate located in the rural area south of Gravesend. It has a range of community and shopping facilities. The extension of the Green Belt has been largely successful in restricting the village's further growth.

Further suburbanisation south of the A2 trunk road is undesirable, if the open rural character of this area is to be maintained. Any new development is expected to comprise infilling and minor redevelopment, including extensions to and major improvements of existing dwellings, where appropriate. In the older parts of the village, plots tend to be more generous and better landscaped and these features should be protected.

Appendix 3

Approved Kent Structure Plan Policies

APPENDIX 3

APPROVED KENT STRUCTURE PLAN POLICIES

Policy S1

It is strategic policy to stimulate and strengthen the expansion of economic activity and employment in Kent through the growth of existing industry and commerce and the attraction of new firms, by the provision of land and sites for industrial, warehousing and office uses in accordance with the criteria set out in Policy ED1, and the availability of a wide range of different types of attractive sites. Requirements in this respect and the role of each part of Kent and their constituent urban areas in making provisions for new economic development and investment are set out below. All such provision must be consistent with the Green Belt and Policies S5 and S6.

East Kent

At the East Kent Coastal Towns of Faversham, Whitstable, Herne Bay, Thanet, Deal, Dover, Folkestone and Hythe, and in particular at those which will bear the brunt of job losses arising from the Channel Tunnel, priority will be given to measures which will ameliorate the persistent economic problems. Such measures should include the provision of wide choice of development opportunities well related to improved transport routes for new industrial, business and distribution activities, together with attractive sites for new tourism accommodation and attractions.

At Ashford, development opportunities should be sufficiently generous to realise the town's growth centre role in East Kent and should include provision for new technology industry, office services and distribution activities related to the M20, the International Passenger Station and the Southern Orbital Road/A2070 improvements. Development will need to be managed with full account taken of established countryside conservation policy.

At Canterbury, the quantity, rate and location of new development will be limited by the overriding need to conserve the built environment and setting of the historic city.

North Kent

At Dartford, the main opportunities for Kent arising from the M25 are intended to be realised, particularly north of the town, through substantial new development and redevelopment, including the release of land to the north-east of the town which is not essential to the Green Belt.

At Gravesend and Northfleet, the emphasis of new development will be through reuse of redundant and derelict sites and premises, but with some fresh land release, mainly related to the proposed Thames-side Industrial Route.

At the Medway Towns, substantial development opportunities are necessary to cater for the large growing local labour market, and will be mainly through the reuse of sites within the urban area followed by small scale release of good quality sites for the longer term in parallel with improved infrastructure or otherwise in locations attractive to business investment.

At Sheppey, the persistent economic problems require urgent measures to provide a wide choice of development opportunities well related to improved transport routes for new industrial, business and distribution activities, and attractive sites for tourism development.

At Sittingbourne, good quality sites should be provided in parallel with improved infrastructure, suitable to attract new industrial, business and distribution activities.

Mid and West Kent

At the Maidstone/Medway Gap urban area, realising the economic strength of the area for Kent as a whole requires further provision of land and sites for quality industrial, business and office development, with the emphasis on good access to the M20 and environmentally attractive campus-style forms.

At the urban areas of Sevenoaks, Tonbridge and Swanley the scale of development should be compatible with their location within the Green Belt and their relatively small size.

At the urban area of Tunbridge Wells the prime consideration in the quantity, rate and location of development will continue to be the conservation of the built environment and setting of the town. However, highly selective provision would be appropriate to meet the exacting requirements of special types of firms not prepared to locate elsewhere in Kent, such as headquarters offices or research organisations needing quality prestige sites, subject to assessment of labour availability and not in conflict with the Green Belt or countryside conservation policies.

Policy S2

New development should take place where it can take maximum advantage of spare capacity in existing infrastructure. It should also aim to enable derelict or despoiled sites, especially in North Kent and the East Kent coalfield, to be redeveloped for a productive new use. Where additional infrastructure and services are needed to bring forward land particularly for economic development purposes:

- (a) the County Council will seek to ensure that relevant programmes for the provision of infrastructure closely match the priorities of the Plan set out in Policy S1;
- (b) planning authorities will not normally permit development unless the infrastructure which is directly required to service the development can be made available at the appropriate time.

Policy S3

- (a) Housing provision will allow the best possible choice of housing to meet the needs of businesses and people living in Kent, consistent with the highest possible quality of environment; provision will be concentrated at the 18 urban areas of Kent (identified on the Key Diagram), but the rural settlements have a role to play in providing this choice.
- (b) Housing provision will make the best use of land and buildings at appropriate locations in existing built-up areas, particularly for small households who will benefit from being close to urban amenities, and the most effective use of redundant institutional land or buildings, consistent with preservation of the character, amenity and functioning of these areas.
- (c) Where the provision of fresh land for new housing is justified in accordance with Policy HD3, all such provision must be consistent with the Green Belt and Policy S6.
- (d) In areas where existing provisions are adequate in accordance with the requirements of Policy HD1, there will be a general presumption against the release of fresh land for housing.
- (e) In all areas the separate identity of existing settlements will be protected.
- (f) Housing development will be provided in each Planning Area as follows:
 - (i) at Ashford as the County's growth point, to meet the projected requirements and to match the economic development potential of the Channel Tunnel and associated infrastructure improvements;

- (ii) to meet the requirements identified in Maidstone/Malling, so as to capitalise on its employment prospects, so far as this is possible without seriously breaching environmental constraints;
- (iii) generally to meet the requirements in the Tunbridge Wells, Tonbridge and Sevenoaks areas, compatible with Green Belt, countryside and environmental policies;
- (iv) in excess of the projected housing requirements in the Dartford, Sittingbourne, Sheppey and Thanet areas, consonant with the scale of land opportunities there provided it does not conflict with the Green Belt or countryside conservation policies and subject to marketing feasibility, employment prospects and travel-to-work considerations;
- (v) to meet the requirements in the Gravesham, Medway Towns, Herne Bay/Whitstable, Dover, Deal, Folkestone/Hythe and Romney Marsh areas, to the extent consistent with countryside and infrastructure constraints;
- (vi) to restrain provisions below projected requirements in the Swanley, Faversham and Canterbury areas, where there are strong Green Belt, conservation or infrastructure constraints, or where employment prospects appear unlikely to match the resultant growth of labour supply.

Policy S4

Retail development will be provided for based on assessments of future trade potentials, and in accordance with the following principles:

- (a) the requirements and potentials of different sectors of the retail trade (notably “food and convenience” trades, “retail warehousing” and “other comparison goods” trades);
- (b) the importance of improving the qualitative features, environment and range of services in existing town centres, in the interests both of their continued vitality and of the shopping public;
- (c) maintaining a balance between new forms of out-of-centre developments and the viability and vitality of existing town centres, particularly in respect of “comparison goods” retailing developments in view of their wide trade draw;
- (d) the support given to economic growth and new investment set out in Policy S1.

Policy S5

The character, quality and functioning of Kent’s built environment will be conserved and enhanced. Development at the urban areas and rural settlements should be well designed and in sympathy with its setting, and there will be a presumption against development which would be incompatible with the conservation or enhancement of the character of a settlement, or detrimental to its amenity or functioning.

Policy S6

The character, quality and functioning of Kent’s countryside will be conserved and enhanced. There is a general presumption against the development of fresh land in the countryside and a strong presumption against development in the Metropolitan Green Belt and areas protected by the Plan’s Countryside and Coast policies.

ECONOMIC DEVELOPMENT

Policy ED1

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- (a) Provision of land for economic development will be made primarily at the urban areas in accordance with Policy S1 and the following criteria:
- (i) the current employment situation in each area, the structure of the local labour market and projected changes in labour supply;
 - (ii) the market demand for particular types of business, industrial warehousing land;
 - (iii) the availability of suitable buildings and land, having regard to the varying requirements of industry and commerce;
 - (iv) the potential for using land within urban areas and for using derelict or despoiled sites before taking fresh land for such development;
 - (v) the availability of sufficient land for housing to meet any demand generated by the proposals;
 - (vi) the degree to which proposals meet other Structure Plan policies, particularly those relating to the Green Belt, countryside conservation and traffic generation.
- (b) The following tables provide a broad indication of the overall level of development which it is envisaged will be provided. The figures are indicative pending a further review to take account of the Use Classes Order 1987.

INDUSTRY/WAREHOUSING

PLANNING AREA	hectares 1986-91	hectares 1991-96	hectares 1996-2001
MAIDSTONE/MALLING AREA	55	40	40
SEVENOAKS AREA	5	0	5
SWANLEY AREA	5	0	5
TONBRIDGE AREA	5	0	5
TUNBRIDGE WELLS BOROUGH	15	10	10
DARTFORD BOROUGH	35	40	50
GRAVESHAM BOROUGH	15	15	15
MEDWAY TOWNS AREA	60	60	60
FAVERSHAM AREA	5	10	5
SHEPPEY	20	20	20
SITTINGBOURNE AREA	25	20	20
ASHFORD AREA	35	40	45
CANTERBURY AREA	15	5	5
HERNE BAY/WHITSTABLE	10	15	10
DOVER AREA	20	20	15
DEAL AREA	5	5	5
SHEPWAY DISTRICT	15	30	10
THANET DISTRICT	20	15	15
KENT	365	345	340

- NOTES:
- (i) Guidelines are rounded to the nearest 5ha. They include existing commitments.
 - (ii) Provision means existing planning permissions and allocations in adopted local plans at mid 1986 (including land then in the process of development and vacant buildings), plus land and buildings subsequently released for development through the planning process, taking into account land going out of, and committed to go out of, industrial/office use.

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- (iii) Each five year period runs from mid-year to mid-year.
- (iv) The guideline figures include an allowance for low density business parks.
- (v) The figures for Tonbridge, Sevenoaks and Swanley are to be taken as 10ha each for the whole 15 year period.

OFFICE FLOORSPACE

PLANNING AREA	Sq. Metres 1986-91	Sq. Metres 1991-96	Sq. Metres 1996-2001
MAIDSTONE/MALLING AREA	40,000	30,000	30,000
SEVENOAKS AREA	10,000	5,000	5,000
SWANLEY AREA	10,000	5,000	5,000
TONBRIDGE AREA	10,000	5,000	5,000
TUNBRIDGE WELLS BOROUGH	20,000	12,000	8,000
DARTFORD BOROUGH	15,000	20,000	30,000
GRAVESHAM BOROUGH	10,000	10,000	10,000
MEDWAY TOWNS AREA	35,000	25,000	25,000
FAVERSHAM AREA	2,000	2,500	2,500
SHEPPEY	5,000	5,000	5,000
SITTINGBOURNE AREA	10,000	5,000	5,000
ASHFORD AREA	20,000	20,000	20,000
CANTERBURY AREA	10,000	10,000	5,000
HERNE BAY/WHITSTABLE	5,000	5,000	5,000
DOVER AREA	15,000	10,000	10,000
DEAL AREA	5,000	5,000	5,000
SHEPWAY DISTRICT	20,000	15,000	15,000
THANET DISTRICT	15,000	10,000	10,000
KENT	257,500	199,500	200,500

- NOTES:
- (i) Guidelines are rounded to the nearest 500 sq metres. They include existing commitments.
 - (ii) Provision means existing planning permissions and proposals in adopted local plans at mid 1986 (including buildings under construction and vacant office buildings at mid 1986), plus land and building subsequently released for development through the planning process taking into account land going out of, and committed to go out of, industrial/office use.
 - (iii) Each five year period runs from mid-year to mid-year.
 - (iv) The guideline figures include an allowance for low density business parks.

Policy ED2

- (a) Allocations of land for economic development in local plans will be made following a detailed assessment of the availability and quality of commitments in the area of coverage. Existing poor quality or constrained sites may be replaced by better allocations of more attractive and well-located sites, provided this does not conflict with other Structure Plan policies.

- (b) Environmental upgrading schemes will be encouraged to improve the attractiveness of partly-developed or undeveloped existing sites, where this is a main reason for lack of investment interest.
- (c) Specific reservations of land will be made in local plans for 'bad-neighbour' businesses where circumstances warrant.
- (d) Suitable high quality sites not in conflict with the Green Belt or established countryside conservation policies will be identified in appropriate local plans solely to meet the specific needs for multi-use campus type developments, such as certain combinations of research, production and offices provided for by Class B1 of the 1987 Use Classes Order. Such sites will normally not be available for retail development, distribution or other incompatible uses.

Policy ED3

Land to accommodate transshipment, major warehousing and wholesale distribution development will be provided at the following locations in Kent:

- (a) Stone Marshes, Dartford, East of the Thames crossings and making full use of the port opportunities;
- (b) Ashford, to the south east of the town, associated particularly with the proposed road freight Inland Clearance Depot to serve principally the Channel Tunnel;
- (c) Dover, associated with the A2 route to the port;
- (d) Paddock Wood, to allow for the growth of the road/rail interchanges, subject to the prior provision of satisfactory improvements to provide adequate access to the trunk road and motorway network; and will take into account access, infrastructure and environmental considerations.

Policy ED4

Sites and buildings to meet the specific needs of small firms in Kent, both for industrial and office use will be provided particularly through:

- (a) new development schemes on small infill sites within urban areas and, in accordance with Policy RS4, at appropriate rural settlements;
- (b) the conversion of suitable redundant buildings in urban areas and, in accordance with Policy RS5, at rural locations;
- (c) the use of parts of larger industrial estates.

Policy ED5

The former West Malling Airfield is intended, on completion of the West Malling Bypass, for the development of a substantial campus-style business park of high environmental quality. Companies specialising in technological innovation and new technology production, and manufacturing and office/service firms using high technology systems will be particularly encouraged to locate there. Some housing is also envisaged.

Policy ED6

Land to the north east of Dartford, to the west of the Dartford Tunnel, which is not essential to the Green Belt, is intended for a mixed use comprehensive development in conjunction with the proposed Dartford Northern Bypass, involving principally high quality business park, office, research, leisure and recreational uses. Some of this land will not be required before the year 2001.

Policy ED7

The south east sector of Ashford will be the main location of new economic development at the growth point, and will provide in particular for distribution and manufacturing activities deriving from cross-Channel transport. This development will be in conjunction with the provision of new access roads, and the comprehensive planning for the long term in the review of the local plan.

PORTS

Policy P1

The growth of cross-Channel traffic at Kent ports will be supported; road and rail improvements will be encouraged, provided the economic benefits can be shown to outweigh any environmental disadvantages. This policy will continue to apply after completion of the Channel Tunnel, and diversification into alternative uses, where compatible with other planning policies, will be supported in order to maintain the viability and continuing functioning of the ports.

Policy P2

Land will be safeguarded in Kent for building the Channel Tunnel as follows:

- (a) between the M20 and the North Downs, to the north of Folkestone, for Channel Tunnel terminal purposes only; there is a strong presumption against the location of terminal facilities between Ashford and Folkestone;
- (b) at the top and foot of Shakespeare Cliff near Dover for construction and maintenance purposes;
- (c) in south east Ashford for use as an inland clearance depot for handling freight vehicles.

The proposed International Passenger Station adjacent to the present Ashford Station will be expected to achieve a full integration between domestic and international rail services, the location of major car parking, and the realisation of development opportunities especially in the centre of the town.

Policy P3

The growth of cross-Channel traffic through the port of Dover will be supported. An inland site for port operational uses will be accepted on the A2 route to the port, especially as part of a comprehensive development, assuming that land cannot practicably be made available by further reclamation within Dover Harbour. Suitable alternative uses within Dover Harbour, including leisure and tourist developments will be encouraged.

Policy P4

The growth of cross-Channel traffic through Port Ramsgate, based on the present extent of port operational land, will be supported. Subject to completion of a new access, further expansion of the port operational area and suitable diversification of the port will be accepted, subject to environmental considerations and nature conservation constraints.

Policy P5

Alternative uses for the former hoverport site at Pegwell Bay, particularly for leisure, conference and tourist purposes will be supported, subject to environmental considerations and nature conservation constraints.

Policy P6

The growth of cross-Channel traffic through Folkestone based on the present extent of port operational land will be supported, and proposals for further expansion will be assessed in the context of their demands on infrastructure and in the light of Structure Plan conservation and environmental policies. If cross-Channel services cannot continue, with or without completion of the Channel tunnel, development of the port area including commercial, tourist and leisure uses will be encouraged, subject to access.

Policy P7

The expansion of Sheerness port to facilitate the growth of cross-Channel traffic and deep sea trade will be supported. The necessary improvements to the A249 will be encouraged as part of this expansion.

Policy P8

The further development of Dartford International Ferry Terminal will be supported, and the provision of a rail link into the site encouraged.

Policy P9

The growth of cross-Channel traffic at Chatham will be supported subject to access, traffic and environmental considerations.

Policy P10

The expansion of port traffic at wharves in Kent including Rochester, Ridham Dock, Whitstable Harbour and Richborough will be supported subject to traffic and other environmental considerations.

Policy P11

The development of new ports and wharves on sites not currently used or approved for this purpose will not be permitted outside urban areas, unless a strong justification can be shown, having regard to infrastructure costs, economic impact and environmental considerations.

HOUSING DEVELOPMENT

Policy HD1

Provision for housing will be made in accordance with the following quantities for the periods 1986/91, 1991/96 and, subject to review, for 1996/2001 (all periods are mid-year to mid-year).

	1986-1991	1991-1996	1996-2001	1986-2001
Maidstone Borough(1)	3,400	2,700	-	-
(Maidstone & Malling Area)	(5,000)	(4,000)	4,500	13,500
Sevenoaks District	1,600	1,000	800	3,400
(Sevenoaks Area)	(800)	(500)	(500)	(1,800)
(Swanley Area)	(800)	(500)	(300)	(1,600)
Tonbridge & Malling Borough(1)	2,100	1,700	-	-
(Tonbridge Area)	(500)	(400)	300	1,200
Tunbridge Wells Borough	1,800	1,600	1,200	4,600

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	1986-1991	1991-1996	1996-2001	1986-2001
Dartford Borough	1,300	1,500	1,500	4,300
Gravesham Borough	1,000	1,000	1,000	3,000
Medway Towns(2)	5,800	4,200	4,000	14,000
Swale District	2,800	2,200	2,100	7,100
(Faversham Area)	(400)	(400)	(400)	(1,200)
(Sheppey)	(1,000)	(800)	(700)	(2,500)
(Sittingbourne Area)	(1,400)	(1,000)	(1,000)	(3,400)
Ashford Borough	3,000	4,000	4,000	11,000
Canterbury District	2,800	2,500	3,300	8,600
(Canterbury Planning Area)(3)	(1,300)	(1,000)	(1,300)	(3,600)
(Herne Bay/Whitstable Area)	(1,500)	(1,500)	(2,000)	(5,000)
Dover District	1,500	1,900	1,700	5,100
(Dover Area)	(600)	(700)	(500)	(1,800)
(Deal Area)	(900)	(1,200)	(1,200)	(3,300)
Shepway District	2,400	2,500	2,500	7,400
(Folkestone/Hythe Area)	(1,700)	(1,800)	(1,800)	(5,300)
(Romney Marsh Area)	(700)	(700)	(700)	(2,100)
Thanet District	2,500	1,500	1,500	5,500
Kent	32,000	28,300	28,400	88,700

- (1) Excluding that part of the Borough lying to the north of the M2 situated within the Medway Towns Planning Area.
- (2) Including those parts of the Maidstone and Tonbridge and Malling Boroughs lying to the north of the M2.
- (3) It is expected that the greater part of this provision will not be at the urban area of Canterbury.

The figures in parentheses give guidance on the appropriate provisions within various separate planning areas.

‘Provision’ will be taken to mean planning permissions and allocations in previously approved or adopted development plans which were outstanding at mid-1986 (including dwellings then under construction), plus land subsequently released or to be released for development through allocations and planning permissions in the specified periods.

Policy HD2

In meeting the provisions set out in Policy HD1, and subject to the environmental principles contained in Policy S3, priority will be given to the types of development set out in (a) to (c) below, with particular regard to meeting the housing needs of small households including those of the elderly, before taking fresh land for development:

- (a) the maintenance, renovation and adaptation of the existing housing stock;
- (b) the use of land and buildings within the confines of existing built-up areas, including derelict land and changes of use to housing, compatible with an attractive urban environment;
- (c) outside the built confines of urban areas, the re-use or redevelopment of the existing built-up area of redundant institutional complexes, in accordance with the provisions of Policy RS6.

The meeting of the housing provisions, as set out in Policy HD1, will not constitute a reason for preventing further developments, including “windfall” developments, of the types set out in (a) to (c) above.

Policy HD3

Where, after taking full account of Policies S3 and HD2, a significant release of fresh land is necessary to provide for the housing requirements set out in Policy HD1:

- (a) The fresh land releases should be identified in Local Plans as peripheral urban developments or at locations where conflict with the Structure Plan's built environment, countryside conservation and Green Belt policies is minimised and efficient use and provision of infrastructure are made.
- (b) The following locations or larger rural settlements are regarded as strategically suitable for fresh land release, subject to examination through the Local Plan process:
 - Ashford, requiring the examination of the several possible options available;
 - East bank of the Medway in the Maidstone/Malling Planning Area, subject to a new crossing of the river and concentrating on damaged land;
 - West Malling Airfield in the Maidstone/Malling Planning Area;
 - Hoo and Halling in the Medway Towns Planning Area;
 - Aylesham (East Kent Coalfield);
 - Paddock Wood in the Tunbridge Wells Planning Area;
 - Hawkinge in the Folkestone/Hythe Planning Area;
 - Edenbridge in the Sevenoaks Planning Area;

RETAIL DEVELOPMENT

Policy RD1

Proposals for development at town centres will be permitted which either:

- (a) enhance the shopping functions of existing town centres in terms of the quality, range and choice of their retailing facilities; or
- (b) expand and diversify opportunities for service, business and leisure activities and residential accommodation appropriate to the vitality of towncentres;

provided that development under (a) and (b) above both:

- improve the quality of their visual and functional environments related to Policy BE1;
- accommodate traffic in a way which enhances the attractions of the town centre in terms of user convenience and environment.

Policy RD2

Established town or district centres are the preferred location for large food stores (superstores or large supermarkets) subject to environmental and traffic considerations. Where such sites are not available and/or traffic considerations indicate, large food stores should be accommodated on sites which are accessible to both car-borne shoppers and those using public transport, well related to the primary road network, located preferably within existing urban confines, or able to secure the reclamation of derelict or despoiled land, not having serious implications for the provision of other major land uses, particularly the supply of housing and industrial land, and not in conflict with other land use or countryside conservation policies or the Green Belt. These circumstances may apply where:

- (a) the development could not be accommodated in or on the periphery of an existing centre due to its:
 - site and floorspace requirements;

adverse environmental impact;
unacceptable levels of traffic generation and/or pressure on car parking provisions;
inadequate servicing arrangements; and

- (b) individually or cumulatively with other out-of-centre developments, recent or proposed, the development would not affect the vitality and viability of any existing town centre as a whole.

Policy RD3

There will be a general presumption in favour of new retail warehousing in the bulky goods trades, on sites which are well related to the primary road network and within existing urban built-up areas, subject to environmental and traffic considerations and to there being no serious implications for the provision of other major land uses, particularly the supply of housing and industrial land. Provision will be made in Local Plans for multi-unit retail warehouse parks where the likely scale of provision justifies this.

Policy RD4

Retail developments dealing primarily with comparison goods will normally be accommodated in existing town centres in accordance with Policies S4 and RD1. However, in very exceptional circumstances, new free-standing shopping developments based on extensive catchment potentials may be permitted where this would complement existing town centres.

METROPOLITAN GREEN BELT

Policy MGB1

The Metropolitan Green Belt will generally extend for a depth of about 15 miles from the edge of the built up area of Greater London, that is, to the east of Gravesend, to the west of Rochester, to the west of West Malling, and to the east of Watlingbury and Nettlestead, but, exceptionally, extending to the west of Paddock Wood and east of Tunbridge Wells.

Policy MGB2

Within the Green Belt, there will be a strong presumption against permitting new development outside the presently defined extent of urban areas and the present built-up extent of any village, unless it conforms with the open recreation functions of the Green Belt or is directly related to agriculture or other uses appropriate to a rural area. Any development approved within the Metropolitan Green Belt will be required to be sited and designed so as to maintain the open character of the area.

Policy MGB3

Green Belt boundaries established in the original Kent Development Plan to the north-east of Dartford in different social and economic circumstances should be reviewed in the Local Plan, and adjusted to new edges, which will endure for the long term. Such adjustments will allow for identified future development needs, in particular for high quality business uses and to meet housing requirements. A similar adjustment to the Green Belt boundaries in North West Kent would also be justified to allow for a regional shopping centre in that area.

RURAL SETTLEMENTS

Policy RS1

All development permitted at villages and small rural towns and in the open countryside should be well designed; appropriate in location, scale, density and appearance to its surroundings; acceptable in highway and infrastructure terms; have particular regard to countryside conservation policies; and preserve and where possible enhance the character, amenity and functioning of settlements and the countryside and in the Green Belt will be subject to Policy MGB2.

Policy RS2

New residential development at villages and small rural towns will be subject to Policy RS1 and will be restricted to minor redevelopment or to minor development such as infilling (which is the completion of an otherwise substantially built-up frontage by the filling of a narrow gap capable usually of taking one or two dwellings only) in suitable locations within their built confines, except where specified in a Local Plan or, exceptionally, where there is a special local justification (such as a specific local housing need for particular types of accommodation which cannot reasonably be met in other ways).

Policy RS3

District Councils will through local plans identify those villages and small rural towns in their districts which should be treated as exceptions to Policy RS2, as:

- (a) having potential within or adjoining the built confines for new residential development in excess of minor development or redevelopment. The District Councils should specify the location and quantity of the development appropriate; and/or
- (b) being of such exceptional conservation or tourism importance that the primary planning policy towards all new residential development, including minor development or redevelopment, will be conservation and enhancement of the special character.

Policy RS4

Small scale businesses will normally be permitted in and adjoining the built-up area of villages and small rural towns where these are appropriate to the scale of the settlement and without undue detriment to the amenity and character of the settlement or its setting. Other business development will normally be permitted in and adjoining villages and small rural towns, either where justified by the employment needs of the particular locality, or where it essentially demands a rural settlement location. All business development permissible within the terms of this policy will be subject to Policy RS1 and to the restriction of subsequent inappropriate expansion contrary to Policy RS1.

Policy RS5

In rural Kent small scale businesses including tourist facilities will be permitted where this would primarily comprise an acceptable change of use of sound and redundant buildings, or the change of use of existing built properties in large grounds to appropriate business uses. All such business development permissible within the terms of this policy will be subject to Policy RS1, and to the restriction of subsequent inappropriate expansion contrary to Policy RS1.

Policy RS6

Development will not normally be permitted in rural Kent other than at the villages and small rural towns unless:

- (i) it is demonstrated to be necessary to agriculture, forestry, the winning or import of materials or other land use essentially demanding a rural location; or
- (ii) it relates to an acceptable change of use of redundant buildings, where the change would provide the best reasonable means of conserving the character, appearance, fabric and setting of buildings which are of architectural or historic interest, or whose loss would be detrimental to the character of the countryside; or
- (iii) it consists of the acceptable re-use or redevelopment of the existing built area of redundant institutional complexes; or
- (iv) it relates to the acceptable rebuilding or modest extension of a dwelling currently in residential use in an appropriate location; or
- (v) it is the provision of public or institutional uses for which the rural location is justified; or
- (vi) it is for businesses provided for under Policy RS5.

All such development will also be subject to Policy RS1.

BUILT ENVIRONMENT

Policy BE1

In town centres, there will be a presumption in favour of development which reflects a high standard of visual and architectural design, and complements or enhances the historic or architectural character, the retail and leisure function, and vitality of established shopping centres. Development which would be detrimental to these aspects should not normally be permitted.

Policy BE2

The improvement of areas of poor or deteriorating built environment, including environmental enhancement, traffic management and the restoration or re-use of derelict or despoiled land and buildings, will be encouraged and where possible supported, and will be given priority where most needed to promote growth in the local economy.

Policy BE3

In conservation areas the primary planning policy will be the conservation and enhancement of special character (including buildings, related spaces, topography and vegetation).

Policy BE4

In the control of development and through policies and proposals in local plans:

- (i) the archaeological, architectural and historic integrity of ancient monuments and of buildings of special architectural or historic interest, and the character of their settings will be protected and enhanced;
- (ii) changes of use will normally be permitted where these would provide the best reasonable means of conserving the character, appearance, fabric, integrity and setting of ancient monuments and buildings of special architectural or historic interest;
- (iii) important archaeological sites and their setting will normally be protected. Where development would lead to the destruction or sterilisation of archaeological sites, appropriate arrangements will be required for investigation and recording by a recognised archaeological team.

COUNTRYSIDE CONSERVATION

Policy CC1

Development which will cause a loss of productive or potentially productive agricultural land, or reduce the viability of farm holdings, will not be permitted, unless it can be demonstrated that the need for the development overrides agricultural considerations and no alternative site on non-agricultural land is available.

Policy CC2

Policy CC1 will be applied with particular force in respect of land classified as Grade 1 and 2 (as defined by the MAFF land classification system) or on the better Grade 3 land, where there will be a presumption against development, other than for the purposes of agriculture.

Policy CC3

Seven Areas of Special Significance for Agriculture are defined:

North West Kent Market Garden Belt
Hoo Peninsula
North Kent Horticultural Belt
North East Kent
Ightham to Pluckley
North East of Ashford
Romney Marsh

The local planning authorities will give long term protection to these areas and will give priority to the needs of agriculture over other planning considerations.

Policy CC4

Development related to the agricultural industry, but not part of a farm business, which will be intrusive in the countryside by reason of scale and character, or which will create disturbance or a high level of traffic generation, will only be permitted if it can be demonstrated that the site chosen is the best available (including those in towns and villages) and the design and landscape treatment are of a high standard. It is the policy not to allow such development in special landscape areas (see Policy CC7).

Policy CC5

- (i) In considering proposals for development or for tree felling in the countryside existing trees and woodlands will wherever practicable be conserved when they contribute significantly to the wildlife, the landscape or the appearance of a site or its locality.
- (ii) The County Council will plant trees or grant aid tree planting in the countryside, where this will significantly improve the landscape, with priority given to areas seriously affected by Dutch Elm Disease.
- (iii) Tree Preservation Orders will be made to protect trees and woodlands as necessary if their loss would seriously impair wildlife or the landscape.

Policy CC6

Development will normally not be permitted if it is likely to cause a loss of, or material damage to, landscape areas and features which are:

- (i) representative of the Kent countryside by reason of their physiographic character or vegetation cover, with particular regard being paid to those areas of rare or possibly unique scenic quality; or
- (ii) of historic interest; or
- (iii) of an unspoilt quality free from urban intrusion.

Policy CC7

Special Landscape Areas are defined as follows:

North Downs	:	including the scarp and crest
Greensand Ridge	:	from Westerham to Ightham
	:	south of Maidstone
High Weald		
Old Romney Shoreline		
North Kent Marshes		
Sandwich Bay/Pegwell Bay		
Dungeness, and		
Blean Woods		

The local planning authorities will give long term protection to these areas, which incorporate the Kent Downs and proposed High Weald AsONB, and will normally give priority to their landscape over other planning considerations.

Policy CC8

Development will not be permitted at or near nature reserves or Sites of Special Scientific Interest, unless it can be shown that the proposals will not materially harm the maintenance of the scientific interest.

Policy CC9

In the following areas of high nature conservation value, the policy is not to permit development harmful to the maintenance of scarce and potentially vulnerable wildlife habitats:

North Kent Marshes
North Downs Scarp and Crest
Dungeness
Sandwich Bay/Pegwell Bay
Blean Woods

Policy CC10

In areas to which Policies CC8 and CC9 do not apply development will not be permitted if it is likely to cause a loss of habitats or features which have importance for nature conservation, unless it can be demonstrated to the satisfaction of the local planning authorities that the need for the development overrides the nature conservation interest and no appropriate alternative site is available.

Policy CC11

Development, particularly urban or industrial development, will not be permitted if it materially detracts from the unspoilt scenic quality or scientific value of the undeveloped coastline, whether such development is on the coast or in the adjoining countryside.

TOURISM AND RECREATION

Policy TR1

Proposals for new serviced accommodation will normally be permitted in the following circumstances, provided there is no overriding conflict with conservation policies, and subject to siting, design and access considerations:

- (i) development of an appropriate scale or character in towns and villages, including conversions of existing buildings;
- (ii) conversions of buildings of historic and architectural importance in rural areas when this would contribute to conservation of the building; and
- (iii) new motels and hotels to serve transit traffic and cater for locally generated demands, located where there are major gaps in the network of existing facilities on or close to primary distributor roads, preferably close to main road intersections and grouped with established development.

Policy TR2

Proposals for new static and touring caravan or camping sites, or extensions to existing sites, at or near the undeveloped coast will normally be refused, except for limited extensions or infill development in the Hythe/New Romney coastal area where the normal siting, design, access and landscaping considerations will apply.

Policy TR3

Proposals for new holiday chalet sites or the extension of existing sites, at or near the undeveloped coast will normally be refused, except for a limited amount of new chalet or similar development in the Hythe/New Romney coastal areas as extensions to existing sites or as small-scale infill, in order to upgrade and diversify the stock of unserviced tourist accommodation, subject to siting, design, access and landscaping considerations. The conversion of existing static caravan sites to holiday chalet sites and upgrading of existing holiday chalet sites will normally be acceptable, provided this brings about significant improvement in the appearance of and facilities on the site, and contributes to the overall stock of tourist accommodation, rather than “second homes”.

Policy TR4

Proposals for a limited number of static caravan and holiday chalet sites inland will normally be permitted, providing there is no overriding conflict with conservation policies and subject to siting, design, access and landscaping considerations, to services being available, and to such provision contributing to an overall increase in tourist accommodation rather than “second homes”.

Policy TR5

Proposals for new touring caravan and camping sites inland, or extensions to existing sites, will normally be permitted in the following circumstances, providing there is no overriding conflict with conservation policies and subject to siting, design, access and landscaping considerations, and to services being available:

- (i) in locations close to primary distributor routes, well related to and with good access to the main urban areas, (grouped where possible with other established development);
- (ii) inland from the ports and close to urban areas; or
- (iii) close to main countryside and heritage attractions.

Policy TR6

Proposals for new tourism attractions and facilities will normally be permitted, subject to no overriding conflict with conservation policies, to siting, design, access and landscaping considerations and to services being available, and provided they will:

- (a) contribute significantly to local income and employment; or
- (b) make an important contribution to diversifying and up-grading the tourism attractions in the County in keeping with changing demands; or
- (c) attract staying visitors.

Policy TR8

Suitable facilities for informal recreation will be provided or permitted at appropriate locations in the countryside or at the coast.

In the application of this Policy, Policies CC1 to 11 will be taken into account.

Policy TR9

In towns and smaller settlements existing recreational open spaces and amenity land will be safeguarded and where appropriate new areas provided or permitted.

Policy TR10

Development of an appropriate range and standard of facilities for sports and formal recreation will be permitted or provided at suitable sites with easy access to centres of population, with particular emphasis on remedying deficiencies in provision. Preference will be given, where appropriate, to urban sites.

Policy TR11

Facilities for indoor or primarily indoor recreation will not be permitted in the open countryside unless small in scale, ancillary to an existing use and appropriately grouped with other buildings.

Policy TR12

Water recreation facilities of an appropriate range or standard will be permitted or provided at suitable sites, with priority for areas of regional significance for such recreation, provided there is no material conflict with the conservation of significant countryside resources and the built environment.

Policy TR13

The dual or multiple use of inland water areas for different types of water recreation will be permitted wherever appropriate, particularly in areas with a deficit of such facilities, or to accommodate activities which create conflicts at the coast.

MINERALS AND WASTE DISPOSAL

Policy MWD1

Before permitting any mineral extraction or associated plant and buildings, the County Council will require to be satisfied that there is a need for such development which would override a material

agricultural, landscape, conservation or environmental interest. Further, permission will only be granted if there are adequate access proposals, measures to minimise disruption to the landscape and local environment, to landscape the site, to remove plant or buildings after workings have ceased and to restore the land to an appropriate after-use, normally as working progresses. Wherever appropriate a period of aftercare will also be required. Steps will be taken to prevent the sterilisation of known resources.

Policy MWD2

In order to ensure the continuing provision of minerals to meet the needs of Kent's construction industry, and to extend the life of Kent's land won sand and gravel resources, the County Council will encourage the import of construction aggregate, the use of substitute materials and the development of acceptable alternative local sources of supply. In respect of the latter, subject to Policy MWD1, the County Council will give favourable consideration to proposals for limestone mining in East Kent; when assessing Kent's land won construction aggregate requirements, no account will be taken of this project until production is assured.

Policy MWD3

Pursuant to Policy MWD2 there will be a presumption in favour of proposals for marine terminals and wharves and rail depots, to receive and process imports of marine dredged aggregate, drystone and other aggregates on appropriate sites. In assessing whether a site is appropriate the County Council will consider all material planning interests, including those relating to agriculture, landscape, conservation, environment and access.

Policy MWD4

The County Council will seek to maintain a land bank of permitted reserves of sand and gravel and ragstone sufficient for at least 10 years' production at 1985 levels. There will be a presumption in favour of proposals for the extraction of sand and gravel and ragstone at appropriate locations pursuant to Policy MWD1, that would release additional land to enable a level of production from land-won workings of about 2.0 million tonnes per annum of gravel and concreting sand, about 1.9 million tonnes per annum of building sand, about 0.25 million tonnes per annum of industrial sand and about 0.6 million tonnes per annum of ragstone, to be maintained countywide.

Policy MWD5

There will be a presumption in favour of proposals for the extraction of brickearth at appropriate locations pursuant to Policy MWD1, which enable each stock-brick works to be maintained with at least 15 years' reserves of brickearth. All proposals for brickearth extraction must provide for the site to be progressively restored to land of high agricultural quality. The objective of restoration and aftercare must be to ensure that the physical characteristics of the land are, so far as is practicable, the same as existed when the land was last used for agriculture.

Policy MWD6

There will be a presumption in favour of proposals for the extraction of chalk and clay at appropriate locations pursuant to Policy MWD1, which enable:

- (i) Kent's cement industry to be maintained with up to 25 years' reserves of chalk and clay;
- (ii) clay brick industry to be maintained with 15 years' reserves of clay;
- (iii) reserves of agricultural chalk to be maintained with a 10 years' supply;
- (iv) engineering or other specific requirements for chalk and clay to be met.

Policy MWD7

- (a) There will be a presumption in favour of proposals to drill exploratory wells for oil and natural gas where appropriate pursuant to the locational consideration of Policy MWD1. This is subject to the County Council being satisfied that satisfactory provision has been made for restoration and aftercare in the event of the well proving to be 'dry', or subsequent appraisal not being permitted.
- (b) In the event of hydrocarbons being found at approved wells the County Council will, when considering proposals for oil or gas appraisal and pursuant to the locational considerations of Policy MWD1, assess the environmental impact of the further work involved at the site, including proposals for vehicular access and for transporting oil and gas from the well for testing, and any measures proposed to ameliorate that impact. This policy and Policy 7(a) will also be applied to any additional wells proposed for the appraisal of the same field. The County Council will refuse to permit appraisal where it considers the environmental impact to be unacceptable.
- (c) Before permitting any production of on-shore oil and gas, which would require a gathering station, export terminal or distribution network, the County Council will require pursuant to Policy MWD1 to be satisfied that any material agricultural, landscape, conservation or environmental interests have been taken into account.

Permission will only be given if there are adequate proposals for:

- (i) the screening, landscaping and design of production well sit gatheringstation and export terminals;
- (ii) access and routeing for vehicular traffic;
- (iii) avoiding noise nuisance to any sensitive development in the vicinity;
- (iv) transport of oil and gas within the County (for which there will be a presumption in favour of rail transport and/or underground pipelines or far as this is practicable);
- (v) any flaring or other means of testing or disposal of gas;
- (vi) the clearance of plant, equipment and buildings and the restoration and aftercare of all areas affected by the production operations at the end of the permitted period.

There will be a presumption against the siting of gathering stations and export terminals in Areas of Special Significance for Countryside Conservation or in locations close to substantial built development, unless it can be shown that there is no suitable alternative location.

Policy MWD8

There will be a presumption in favour of proposals for waste disposal, together with associated plant and buildings, to cater for all waste arising in the County. To be acceptable proposals must make appropriate provision for:

- (i) vehicular access;
- (ii) controlling operations on the site;
- (iii) protecting natural resources (such as water resources and nature conservation interests) and the local environment;
- (iv) landscaping the site and restoring it to an appropriate after-use, including removal of all plant and buildings.

Priority will be given to meeting the waste disposal needs of Kent.

Policy MWD9

In areas where suitable mineral workings in need of restoration by filling are available, priority will be given to using these pits rather than other potential landfill sites, subject always to the provisions of Policy MWD8 being met.

Policy MWD10

The County Council, subject to financial constraints, will restore derelict and despoiled land and eyesores to an appropriate after-use, and encourage other bodies to do the same.

Policy MWD11

Where clearance of eyesores and restoration of derelict and despoiled land is impractical or likely to be long delayed, the local planning authorities will require or undertake landscaping or other cosmetic treatment to improve the visual appearance of the site and merge it into the countryside.

Policy MWD12

The County Council will itself give priority to restoring derelict land and clearing eyesores in AsONB, special landscape areas, and areas of high nature conservation value.

Policy MWD13

The County Council will itself give priority to restoring despoiled land in the following areas which have a significant concentration of such land:

Thames-side	Stour Valley
Darent Valley	Borough Green
Medway Valley	

TRANSPORT

Policy T1

- (i) The motorway and primary route network comprises the following roads insofar as they fall within the county of Kent:

M2, M20, M25, M26, A2 (between the Bexley boundary and Junction 1 of the M2), A2 (between Junction 7 of the M2 and Dover Harbour), A20 (Swanley Bypass Section), A20 (between Junctions 8 and 9 of the M20), A20 (between Junction 13 of the M20 and Dover), A21, A26 (between the A228 at Mereworth and the A21 at Tonbridge), A28 (between Margate and Ashford), A228 (between Junction 2 of the M2 and the A26 at Mereworth), A229 (between Junction 3 of the M2 and East Sussex), A249, A253, A256 (between the A253 at Cliffs End and the A2 at Whitfield, (Dover)), A282, A299, A2070.

- (ii) The following motorway and trunk road improvements are proposed by the Department of Transport:

Under construction:

M20 Maidstone to Ashford
A2 London Boundary to M2 Improvement
A282 Dartford to Thurrock Crossing and Approach Roads
A282 Junction with A2

Schemes in preparation:

M2 Widening between Junctions 1 and 3

M2 Widening between Junctions 3 and 4
M20 Widening between Junctions 3 and 5
M20 Widening between Junctions 5 and 8
M25 London Orbital Widening of dual 3 lane sections
A2/A282 Dartford Improvements
A2 Lydden (B2060) - Dover Improvement
A20 Folkestone to Dover Stage 1 (Folkestone to Court Wood)
A20 Folkestone to Dover Stage 2 (Court Wood to Dover)
A21 Tonbridge Bypass to Pembury Bypass Dualling
A21 Kippings Cross to Lamberhurst Improvement
A21 Lamberhurst Bypass
A21 Lamberhurst Bypass to Chingley Wood Improvement
A21 Flimwell Improvement
A249 A2 Junction to M2 Junction Dualling
A249 Iwade Bypass
A249 Iwade Bypass to Queenborough - Corridor Improvements
A249 Brielle Way (Sheerness) Improvement
A259 Folkestone to Eastbourne - Corridor Improvements
A259 New Romney Bypass
A259 St Mary's Bay Dymchurch Bypass
A259 Dymchurch - M20 (Junction 11)
A259 Brookland Diversion
A259 Walland Marsh Improvement

- (iii) The following county schemes on the defined primary route network are proposed to start by 1991:

Under construction:

A2070 Beaver Road Diversion, Ashford
A249 Albion Place to Mote Road, Maidstone
A299 Thanet Way Dualling

Schemes in preparation:

A28 Sturry Road Widening
A229 Maidstone Spine Road
A253/A256 Lord of the Manor
A26 Somerhill Park Link
A2070 Ham Street to Ashford
A256 Eastry Bypass

- (iv) The following county road schemes on the defined primary route network are proposed to start by 1996:

A256 Whitfield to Eastry
A256 Whitfield Bypass
A253 Dualling - Monkton Roundabout to A256
A28 Sturry Bypass
A249 Diversion (Chiltern Hundreds) Maidstone
A2070 Stockbridge to Brenzett
A26 Forge Farm - Phase 2 - Goose Green Diversion
A229 Maidstone Southern Approach

Policy T2

New and improved highways and traffic control systems will be provided, where cost effective, to improve roads linking the County's inter-urban primary route network to economic development sites.

Policy T3

New and improved local access to economic development sites will be provided where:

- (i) existing access is constraining development to sites which would otherwise be available for development; and
- (ii) the number of jobs expected to be created is sufficient to justify the highway investment; and
- (iii) no other suitable site with adequate highway access exists in the area.

This policy will be implemented in conjunction with Policy T8.

Policy T4

Traffic management measures and road improvements will be carried out where they are a cost effective means of reducing congestion.

Policy T5

The County Council and its Agents will advise developers how to overcome any traffic problems likely to be generated by their proposals.

Policy T6

Exceptional circumstances will be needed to justify proposed development which involves construction of new accesses onto the defined inter-urban primary or secondary route network or increased use of existing accesses onto primary or secondary routes or the continuation of these routes into urban areas where local plan policies for these routes have not yet been formulated. There will normally be a presumption that new development should have access via an access road onto a local route.

Policy T7

Exceptional circumstances will be needed to justify proposed development that generates significant volumes of traffic, especially commercial vehicles, if it is not well related to the defined inter-urban primary or secondary route network or the continuation of these routes into urban areas where local plan policies for these routes have not yet been formulated.

Policy T8

Before proposals for new development are permitted, the Local Planning Authority will require to be satisfied that highway improvements, the need for which arises wholly or substantially from the development in question, are or will be provided.

Policy T9

The County Council will seek to ensure the establishment of facilities to meet the demands of all road users on primary routes, and of service areas on motorways at appropriate locations and spacing,

providing there is no overriding conflict with conservation policies, and subject to siting, design, access and landscaping considerations. Particular encouragement will be given to the concentration of facilities together on one site, either by adding to an existing service or through developing a comprehensive range on a new site.

Policy T10

The provision of public car parking spaces will be controlled to ensure that the number and intensity of their use are compatible with the capacity of the highway network.

Policy T11

All new development will normally be required to provide parking in accordance with the County Council's Vehicle Parking Standards or a local town centre standard where this has been agreed between County and District Councils. Developers of sites in town centres and their environs will be encouraged to enter into appropriate agreements with District Councils for the provision of their non-operational parking in publicly controlled car parks.

Policy T12

Traffic management measures and road improvements will be carried out where they are a cost effective means of protecting the environment.

Policy T13

As far as possible all traffic outside urban areas will be channelled onto the County's primary and secondary route network.

Policy T14

As far as possible all long-distance traffic in urban areas will be channelled onto primary distributor roads and traffic between and within residential, industrial, and principal business districts of the same town, will be channelled onto district distributors.

Policy T15

Facilities designed to encourage journeys to be made on foot or by bicycle will be provided.

Policy T16

Traffic regulation orders will be made where practicable to prohibit or restrict the use of heavy goods vehicles in sensitive environmental areas, or on such roads where it is considered expedient to preserve or enhance the amenities of the County.

Policy T17

Streets will be pedestrianised or partially pedestrianised where it can be shown that sufficient benefits would result and provided alternative routes can be made available for diverted traffic. Access to affected properties must be adequately maintained and the accessibility of the area to public transport passengers must not be seriously affected.

