

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

<u>Name</u>	<u>Comment Page Number</u>
Ellandi LLP	20
Environment Agency	4
GL Hearn for Muse Development	24
Highways England	19
Historic England	19
Kent County Council (KCC)	15
Lichfield's for British Land	22
Mr Cook	2
Mr Dean	2
Mr Herbert	25
Mr Izzard	25
Mr Macey	6
Mr Maidment	24
Ms May	22
Mr Ryan	23
Ms Southgate	3
Ms West	7
Mr Wolley	2
Southern Water	3
Transport for London (TfL)	14
WYG for Sainsbury's Supermarket	22

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
Mr Cook	Private Individual	<p>I would like to make the following comments on the planned “improvements” for Dartford in relation to buses. I fear they be unpopular with the Council.</p> <ol style="list-style-type: none"> 1. Under NO circumstances do away with buses stopping in Market Street. To do so would spark a riot. 2. I propose that the junction at the bottom of West Hill be changed so as to allow Dartford bound traffic to drive down Spital Street and then go onto Dartford Railway station via Hythe Street. The advantages of this would be to allow 96, 428 and 492 bus passengers to alight in the heart of Dartford, possibly outside the Co-op building. Another advantage is that it would ease the congestion on the A226 / Westgate Road. If it was felt that too much traffic would use this route then access could be restricted to buses only. However, the flow of traffic on Spital Street between the A226 / Westgate Road and Kent would either need to be reversed or made two-way. <p>I fear that Dartford Council might be engaging in a theoretical plan for the future of Dartford rather concentrating on the needs and wants of its towns people.</p>
Mr Wolley	Private Individual	<p>I’ve just been reading the consultation paperwork, thanks for preparing such an interesting set of documents.</p> <p>We’ve lived in Dartford for just over a year. We bought a two bed house (our first home) on Fulwich Road and both of us commute to London on a daily basis.</p> <p>In the last year I have tirelessly reported litter around our area, when we moved in the level of rubbish on the surrounding roads was terrible. I really feel this is due to the lack of public bins in the area. Once leaving the station area there are no bins until the middle of Fulwich Road. People throw rubbish into the river over the sides of the bridge. The amount of litter is terrible and it goes into the river. It was good to see the river cleared recently but only when I complained several times.</p> <p>I walk from the station, through Wickes' car park on a daily basis. I really feel that some money needs to be spent on making the quality of street lighting much better. I work in the entertainment industry and regularly walk through there area at 11pm, it is a dark and scary environment.</p> <p>With the amount of flats being built in that area it would be great to get it more inviting.</p> <p>I am really glad we moved to the area and we are looking forward to raising a family here. I feel the place needs some ‘TLC’ and it’s great that it sounds like it might happen soon.</p> <p>As always - I am really interested in being involved with the solution and anything that I can do to make the situation better I am really interested in being engaged with.</p>
Mr Dean	Private Individual	<p>My wife and I are the Commanding Officers of The Salvation Army Corps in Dartford - The Salvation Army premises are located in Hythe Street, a few yards from the vacant land and old Co-Op site.</p> <p>Having read the 'fact file', reviews and plans, we would like to put forward our views.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>1. Our first thought was - does Dartford really need yet another shopping centre when it already has three in the town centre, plus Bluewater a bus ride away?</p> <p>2. The daily 'rush hour' traffic in Dartford is bad enough on any day, and Dartford comes to a standstill if there is an incident affecting the Thames crossing. If the population really does increase by 43% this can only get worse if the road infrastructure is not improved.</p> <p>3. This is our main concern: We noticed there is no mention of the homelessness problem in Dartford. We believe that a recent Shelter report named Dartford as having one of the worst homelessness problems in the country - and this is certainly borne out by our experience.</p> <p>While the literature paints a rosy picture for those able to afford their own homes (which, given your predictions of house prices increasing so dramatically, will be fewer and fewer) there is nothing in the plans for those who are homeless or struggling.</p> <p>On Monday evenings we provide free meals to nearly 40 men and women who are homeless/struggling financially/suffer from mental health problems - and the numbers seem to be increasing. Together with other churches in Dartford, we run a winter shelter scheme which provides night-time sleeping accommodation from January to March for homeless people, but we can only accommodate 12 people - the rest have to sleep rough - often in sub-zero temperatures. We cannot do any more than this.</p> <p>It seems to us shameful to be named as having the worst homelessness problem in the country and still have no plans to deal with it. It would be nice to see something in your plans to help such people. In the grand scheme of things they are not many - if a thousand (or more) homes can be built for those able to buy them, it can't be beyond the realms of possibility to provide accommodation and facilities for the few who are not.</p> <p>As Salvation Army Officers, and as ordinary people, we would love to see land set aside, together with the necessary funds, to build a decent community centre for the people of Dartford with facilities to cater for their needs <u>and</u> facilities to accommodate homeless people, if only temporarily while they await permanent housing.</p> <p>We are only able to do what we already do - our Salvation Army hall is not large and we run Parent & Toddler groups, a community cafe, activities for families and youngsters, as well as meals for the homeless. With proper facilities we could do so much more and would love to do so.</p> <p>Cinema's, hotels and shopping centres are very nice for those who have, and we are not knocking that. But should we not also remember those who have not?</p>
	Southern Water	<p>Thank you for your email below inviting Southern Water to comment on the Dartford Town Centre Framework. I can confirm that we have reviewed the document, and at this stage we have no comments to make.</p> <p>We look forward to being kept informed of the future progress of the Dartford Town Centre Framework.</p>
Ms Southgate	Private Individual	<p>Unfortunately I did not know about the exhibition in the Orchard Centre until it was too late to visit but I have been given your leaflet. Traffic wise I cannot see any improvement and really feel that certain areas such as Princes Road leading to the junction of</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>Lowfield Street needs to be improved. The traffic is bad at times there mainly because there is such a short lane for the left hand turning vehicles and, because of a traffic island opposite St Johns Ambulance blocking the right hand turning lane, it is quite frustrating for people who want to turn right. Another place is the exit of the car park at Prospect Place which sometimes causes a lot of congestion when turning right because of traffic waiting at the traffic lights at the end of Hythe Street. I always try and avoid driving in that area as it is a nightmare at times. Generally there has been so much building in the Dartford area and still more to come that the infrastructure of the roads have not been improved to cope with all the extra traffic.</p> <p>I live in Darenth Road, a narrow busy road with severe bends and lots of all day commuter/local workers parking. I see that you are intended to put extra car parking in Acacia Hall and the entrance and exit will be in Darenth Road crossing Fastrack. I do agree we do need more parking for Dartford and we have lost a very good one behind Barclays Bank and we are going to lose the one at Iceland. Personally I do not think it a good idea unless you are thinking of improving both the junctions at East Hill and Princes Road. Both these junctions are dangerous as follows:</p> <p>Let's start with the East Hill junction:</p> <p>At present it is very difficult to access turning left from East Hill into Darenth Road and turning right into the road can cause congestion, especially when traffic coming down East Hill is getting into the right hand lane. It also has a very blind left hand turn into East Hill which directs towards the town centre and, believe me, I have even seen vehicles trying to turn right there! Therefore it is not ideal to put more traffic on this junction and probably more people would be driving the length of the road or using York Road/Brent Lane to gain entrance to the car park which would put more traffic on the smaller roads and make Darenth Road even busier.</p> <p>Princes Road Junction:</p> <p>This is an awful junction for anybody turning right both into or out of the road. There is increasingly more traffic using the football ground side of Darenth Road which has put a lot more pressure on the junction. I think that the only way that it could be improved is to put a roundabout there which would calm the traffic and give traffic lanes to use safely. If you are turning right out of Darenth Road you end up in the middle of a staggered junction and very often the traffic lights change before you have a chance to turn which is very scary. Turning right into the Darenth Road is difficult again because of the staggered junction as you cannot see oncoming traffic because right hand turning traffic into the football ground side of the road completely blocks your view. Putting any more pressure on that junction will be a disaster.</p> <p>I hope that my views help and that my objection to the car park entrance considered.</p>
	Environment Agency	<p>Thank you for consulting us on the above. We have the following comments to make.</p> <p>Fisheries, Biodiversity and Geomorphology</p> <p>The framework does a good job of identifying the existing positive factors and potential for enhancing and resolving issues to do with a variety of urban issues including pedestrian and traffic movement and utilising the various leisure and services.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>However it doesn't appraise the ecological functions, net environmental gains or green infrastructure within the town centre area and how these could be addressed as part of it.</p> <p>We would like to see the public realm aspect of the SPD consider ecological value and the services it in turn provides acknowledged. These include providing green space for people to rest, unwind and relax, providing additional attractant for the town centre to encourage footfall. Providing functional links up and downstream for the river so that more wildlife is brought into the town. Providing more trees, green walls, will generally improve the town's attractiveness and contribute to improved air quality, providing summer shade and cooling effects.</p> <p>Specific comments</p> <p>Movement</p> <p>A pedestrian and cyclist network</p> <p><i>"4. East Hill and Overy Liberty: Create a defined eastern entrance to the town centre through enhancement of strategic open spaces adjacent to the river (St Saviours Way and Bridge House Gardens) which respect and facilitate views into and along the High Street"</i></p> <p>We welcome an action to improve the public space around the river. We would like to see a particular mention to enhance the river and bankside habitat as part of this action, as at present much of these sites have been encased in concrete, and softer greener solutions would provide significant enhancement for both wildlife and aesthetic appeal for the public.</p> <p><i>"8. Enhance connections under the railway viaduct at Hythe Street, Overy Street and River Darent through public realm and wayfinding enhancements to create attractive, safe and legible routes into the town centre"</i></p> <p>For Action 8 the River Darent is more constrained. Improvements could include creating river margin enhancements, or something artistic or engaging to the banks of the river. Where riverside re-development takes place, there should always be opportunities taken to create bankside habitat to facilitate creating a green corridor for wildlife.</p> <p>Leisure</p> <p><i>"Improve access to River Darent and the quality of the environment along its edges"</i></p> <p>This could be more specific to state the 'ecology' improved rather than just the 'environment' which is more vague.</p> <p>Future Development Opportunities</p> <ul style="list-style-type: none"> • Riverside (Wickes) Site <p><i>"Long term opportunity for redevelopment of this site should the existing retail units relocate to provide a new riverside residential community facing onto River Darent and Overy Street. The redevelopment should provide attractive pedestrian routes across the site and an improved river frontage."</i></p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>Future development opportunities should also highlight that ‘improved river frontage’ should mean that there should be an ecological improvement to the river corridor so that a green corridor for wildlife enhancement and movement is designed in from the start. Otherwise proposals will come forward that only feature footpath improvements and the corridor would be no greener.</p> <p>Flood Risk We would like to offer the following advice with respect to flood risk: We would advise you that a Flood Risk Activity Permit may be required under the Environmental Permitting (England and Wales) Regulations 2016 if you want to do work:</p> <ul style="list-style-type: none"> ☑ Within 8m of the bank of a main river, or 16m if it is a tidal main river ☑ Within 8m of any flood defence structure or culvert on a main river, or 16m on a tidal main river <p>Further guidance on applying for Flood Risk Activity Permits can be found on the following link https://www.gov.uk/guidance/flood-risk-activities-environmental-permits</p> <p>Please be aware that any changes to conveyance of the river would need to be assessed to ensure flood risk isn’t increased.</p> <p>Groundwater and Contaminated Land A risk based approach should be considered for all developments to assess the impact a proposed development will have on a controlled water (groundwater and surface waters). A desk study should be provided with planning applications, which includes information on the environmental setting, site history, conceptual site model and risk assessments. Additional information and guidance can be found on: https://www.gov.uk/government/collections/groundwater-protection.</p> <p>Environment Agency Advice If developers would like the Environment Agency to review proposals, including technical reports prior to a formal submission, outside of a statutory consultation, and/or meet to discuss their proposals, this will be chargeable in line with the Environment Agency’s cost recovery service. If developers wish to request a meeting, or document review, the contact KSLPlanning@environment-agency.gov.uk Further information on the Environment Agency charged planning advice service is available at: https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions</p>
Mr Macey	Private Individual	<p>I do not agree with removing the bus shelters from market street as it will mean that everyone including the elderly would have to walk further to home gardens. This would make it worse for the elderly and people who rely on public transport. Home gardens is already very congested we do not need to make it worse. It’s ok saying thay we need to improve pedestrian areas in Dartford but if you remove the bus areas from market street it would not make any improvement at all. How would we travel to Crayford and beyond? How would we travel to swanley? We need the buses to continue to stop in market street as this is the middle of town and is where everyone comes</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>to. It would make things worse for the elderly to as they would have to walk all the way to Home Gardens to get a bus. I have noticed that there will be lots of flats overlooking the park this is a terrible idea as the park is supposed to be quiet and relaxed. The more flats/ noise the less people travel to the park. If there are too many flats it will also increase congestion. The idea to decrease the road length by holy trinity is also a bad idea as it would add to congestion. I don't think the improvements at present are an improvement. Tesco had so many ideas and promises then they pulled out</p> <p>They messed us around so much. Now you are doing the same</p> <p>You do not listen to the residents of Dartford. We do not need a huge amount of homes in a small area as there will not be enough parking spaces. Near temple hill the new development does not have enough parking spaces and people are currently parking on the road. This is dangerous and shows the lack of thought put into planning and lack of understanding of the area and what we want.</p>
Ms West	Private Individual	<p>Thank you for the opportunity to comment on the draft Town Centre Framework. I am responding as a lifetime resident of Dartford, but also in a professional capacity as I am a qualified spatial planner working in the planning policy team at a local authority in London. As a general comment I am fully supportive of an SPD being adopted to guide development in the town centre – it is a very positive sign that the Council is committed to improving the town centre and is ambitious for the scale and quality of change we can expect in Dartford.</p> <p>I am familiar with the process of producing SPDs and hope you find my comments and suggestions helpful to improve the SPD and make it a more useful tool for shaping the regeneration of Dartford town centre.</p> <p>General comments</p> <p>As a supplementary planning document, I was surprised at the lack of reference to planning policy. I would expect a document of this kind to set out objectives and actions which clearly relate to the adopted development plan to demonstrate how the SPD is supporting the delivery of that plan. Reference to planning policy would also make the development principles and actions listed in the SPD much stronger and give the Council the rationale to require developers to meet them.</p> <p>The document could do with a proof read as there are several spelling mistakes. E.g. '20165' in paragraph 1 of page 14; 'bi-weekly market <u>and</u> One Bell Corner' (page 17); a floating 'Many' at the end of paragraph 3 on page 19; there are two page 33s; 'developer <u>s</u>and occupiers' on page 59.</p> <p>There are also formatting errors and inconsistencies throughout the document. For example, page 29 has a list of bullet points and also a list of numbered points – it is not clear what the relationship between these two lists is (if there is one) and if either of these lists are in order of priority. The approach to the list of principles and actions in section 4 fluctuates. Sometimes all the text is in the two-column style, sometimes it isn't; sometimes actions are bullets, other times they are numbers; sometimes the 'principles' are principles of something e.g. 'principles of pedestrian and cycle network', other times they are just 'principles'. The table on pages 61-62 is laid out poorly and requires re-formatting.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>The use of jargon is also too frequent for a document which does not have a glossary, making the document inaccessible to some readers and not providing clear guidance on what is expected from development by the terms used. Examples include strategic road network, radial roads, beverage providers, retail frontage, cycle hubs, slow streets, rail-heading, health-hub and at-grade. Acronyms should also be explained e.g. HCA, LEP.</p> <p>The word 'enhance' is overused throughout the document (section 4 in particular). So much so that it loses its meaning.</p> <p>Paragraph numbering would help immensely with referencing sections of the document, as would better quality maps in the document – the ones which are provided on page 15 are too difficult to read.</p> <p>The document in general would benefit from more photographs to illustrate what the text is describing and maps to help the reader place themselves e.g. a map showing the boundary of the town centre on page 14 would be helpful; the sections on page 16 are helpful but again too small and illegible to read/understand; the key public spaces on page 17 should be shown on a map, as should the gateways explained on page 22. A map showing where the primary and secondary retail frontages (on page 26) are could help explain this jargon. A map showing where the future development opportunities listed on page 57 would enhance this section.</p> <p>There are very few references throughout the document to greening the town and the SPD would benefit from a separate section covering this issue.</p> <p>Section 1</p> <p>The document should open with a clear statement about what this document is and how it is to be used i.e. <i>"This document is supplementary to the local plan and expands upon adopted planning policy in the context specifically of Dartford town centre. When adopted it is to be a material consideration in the determination of planning applications in the town centre. Developers will be expected to take the development principles and actions identified in this SPD into account when developing proposals in the town centre and as far as practicably possible work towards achieving the overall vision the Council has for Dartford town centre."</i></p> <p>The introduction on page 7 does not explain enough the interaction between Dartford's and London's housing market and the impacts affordability problems in the capital inevitably have on demand for property in Dartford.</p> <p>Section 2</p> <p><i>Movement objective:</i> While I agree wholeheartedly with the ambition to encourage more sustainable methods of travel, there should be some recognition of reality which is that the majority of people in the town will continue to own a private car and this SPD should take opportunities to ensure traffic flows as freely as possible around and within the town.</p> <p><i>Town Centre Economy objective:</i> This objective is not visionary enough. What do we want the town centre to look like in ten or twenty years' time? What land uses will there be to deliver a thriving local economy? This objective does not go far enough to look at how Dartford will respond to how the high street is changing and emerging new ways of working/retailing.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p><i>Creative objective:</i> This objective could also talk about drawing on Dartford’s industrial heritage to encourage creative and ‘maker’ industries into the town centre.</p> <p><i>Perception objective:</i> This objective seems to focus on traffic as the only factor which influences people’s perception of Dartford. It should be expanded to include other factors such as the quality of the retail offer and shopfronts, access to open spaces, cleanliness of the streets etc.</p> <p><i>Leisure objective:</i> The references to a quality living and working environment seem ill placed in the leisure objective.</p> <p><i>Innovation objective:</i> This objective should include references to the delivery of high speed broadband to attract new businesses to locate in Dartford.</p> <p>Section 3</p> <p>Page 13 (paragraph 4) references architecture which is still visible on the high street from the industrial revolution – give some examples to help the reader understand what you are referring to. This section could also reference the pride the town has in its industrial heritage e.g. the mural at One Bell Corner and annual steam festival.</p> <p>I’m not convinced the last paragraph on page 13 is true – while Dartford may have led the way in innovation and commerce in the past, what evidence is there of Dartford being a leader now? This statement would benefit from being evidenced if it is to stay.</p> <p><u><i>Dartford is growing and changing (Page 14)</i></u></p> <p>The first paragraph explains the rise in population in Dartford. While the delivery of new housing to meet demand is obviously very important, there is a risk that Dartford’s reputation as a place of commerce and innovation (explained on the previous page) could be overtaken by its reputation as a commuter town with an influx of many new homes and improvements to the rail network which help people travel to work in the capital with more ease. This page should recognise this issue and explain how the SPD aims to help Dartford retain its stake as a place not only to live, but to work and visit too.</p> <p>This section should mention the heritage and historic buildings of Dartford and what place they will have in Dartford’s future.</p> <p><u><i>Building character (Page 16)</i></u></p> <p>The first paragraph states that the station mound dominates the town’s skyline. This seems to be overstressing slightly – the station mound cannot be seen from many angles of the town and certainly not from the high street.</p> <p>Photographs to illustrate the building character referred to on page 16 would liven the document and help the reader to understand the points being made.</p> <p><u><i>Key public spaces (Page 17/18)</i></u></p> <p>This section should be linked back to the objectives referenced earlier in the document. The Acacia Complex referenced on this page has a ‘private land’ feel to it which should be addressed to make it more inviting if this is to become a key public space.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>I support the idea of pedestrian priority in the town, particularly at Market Street. A zebra crossing instead of a pelican crossing could help with the perception of the pedestrian as priority.</p> <p>The 'West Hill/Spital Street/Westgate' paragraph mentions a 20th Century building – which one?</p> <p>The map on page 18 needs road names and the public spaces labelled to help the reader. The photographs at the bottom of the page are helpful.</p> <p><u>Movement (Page 19)</u></p> <p>The first paragraph states that the proximity to the strategic network 'can cause congestion'. This should be changed to 'does cause congestion'. There is no denying the regular impact issues of the strategic road network has on the traffic in Dartford and its surrounding villages.</p> <p>Bullet point 3 regarding cycling and walking should also explain the limited safe secure cycle parking in the town centre.</p> <p>The 'Wayfinding' signage referenced on page 19 and history information boards dotted around the town are very positive for the town centre. They give the impression that not only is Dartford is a great place with an interesting past, but also that the place is loved and respected enough to be celebrated in this way. They can, unfortunately, be subject to vandalism though so on-going maintenance is required.</p> <p><u>Car Parking (page 21)</u></p> <p>This page should reference electric vehicle parking. It is mentioned later in the document but would benefit from an earlier mention to make it clear that the Council is open to innovative technology and changing habits.</p> <p>The relationship between car parking and shopping is poorly explained in this section which focusses on the relationship between train travel and parking.</p> <p>Later in the document there are ambitions to grow the evening economy in Dartford town centre by increasing the number of restaurants in the town centre. Linked to this is the need to supply safe and secure late-night car parking options close to any new restaurants – this should be referenced in this section.</p> <p>The final paragraph of this page ("further analysis looking into future parking requirements...") is not very strong and doesn't adequately address the car parking issue in Dartford. The town competes with Bluewater which offers free parking for an unlimited time and is therefore a more attractive option for some shoppers and evening diners. This fact should not be ignored in the SPD.</p> <p><u>Gateways (Page 22)</u></p> <p>It is not clear what this section of the SPD is adding. The SPD has already explained movement and key public spaces and there seems to be some repetition with those sections.</p> <p><u>Public transport (Page 23)</u></p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>The Council should consider developing a Transport SPD, linking in with other boroughs and authorities to tackle the infrastructure issues in a co-ordinated way.</p> <p>Paragraph 7 (stating ‘proposals for the upgrade...’) state that Dartford town centre must respond to growth at Ebbsfleet. It is not clear how this response is expected to manifest itself – in terms on improved routes, links or bus stop layouts, or in terms of making the town more attractive to new residents in Ebbsfleet?</p> <p>This section should expand some more on the Elizabeth line i.e. explain what it is, where it currently terminates, and where Dartford would be connected to were the extension to go ahead, where was it announced that an extension may take place, what the Council is doing to lobby government/TfL to bring this about, what would the benefits be to Dartford’s people of this extension, what the practical implications of an extension might mean.</p> <p><u>Town Centre Economy (Page 25-26)</u></p> <p>There is much evidence in this section of growing commercial interest in Dartford. This section should indicate that it is important to co-ordinate developments to capitalise on investment in the town and deliver the best result possible for the town.</p> <p>Paragraph 2 on page 26 references sites which have been cleared or which are readily available – a map could helpfully illustrate where these sites are and this section should emphasise the importance of linking these sites up.</p> <p>The last paragraph on page 26 references ‘The Base’ - it should be explained here what The Base is, where it is etc.</p> <p>There is no reference to the night-time economy that exists in Dartford – for good or ill the town has a reputation as a drinking destination in part due to Zens night club and various pubs and bars. The document should reference the impact these uses have on the town centre and what the Council’s ambitions for the future of these uses is.</p> <p><u>Leisure and Creative Analysis (Page 27)</u></p> <p>Should the title of this section be ‘leisure and creative uses’ rather than ‘analysis’?</p> <p>It is not clear what the ‘social media’ referred to under the Innovation sub-heading refers to. This should be explained a bit more.</p> <p>This section states that the purpose of community Wi-Fi and social media is <u>ultimately</u> to support click and collect. Is this really the <i>ultimate</i> reason for introducing Wi-Fi and social media? I think the word ‘ultimately’ needs replacing. The ultimate reason for these innovations is explained better at the start of the last paragraph on this page.</p> <p>Section 4</p> <p>There is significant overlap between the ‘principles’ and ‘actions’ and these should be rationalised. It is also not clear who the actions are for – the Council or developers? There are also far too many actions.</p> <p>While I support all of the bullet point proposals on page 29, there is no reference to land use. There should be some direction in this list as to what land uses are desirable in the town centre to encourage growth in some areas e.g. A3 use, mixed use integrating residential with other uses.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>The first bullet point should mention reducing car use and the introduction of cycle parking. There is also some overlap with this bullet point and the last three bullet points – they could all be rationalised.</p> <p>The enhanced high street arrival bullet point could reference branding for the town centre to give it the feel of it being a destination with a clear identity.</p> <p><u><i>Movement (Page 32)</i></u></p> <p>I support the statement in paragraph 3 relating to pedestrian priority, however there must be balance between making it unattractive to drive through the town with encouraging people to come to the town to shop etc.</p> <p>It is not clear what the ‘primary pedestrian routes’ referenced in paragraph 6 are – there should be a cross-reference to where in the SPD these are explained, likewise for the public spaces mentioned in the final paragraph.</p> <p><u><i>A pedestrian and cyclist network (page 33)</i></u></p> <p>The final bullet point regarding creating visual links is referenced elsewhere in the document but not really explained in full as to why this is important.</p> <p><u><i>Actions (Page 33)</i></u></p> <p>Reducing the carriage way must be modelled for the impact it will have on transport and bus routes.</p> <p>These actions could helpfully be represented on a legible map with a key.</p> <p><u><i>Public transport (Page 34)</i></u></p> <p>Bullet point 4 under ‘Actions’ seeks a higher specification Fastrack route – what does ‘higher spec’ mean?</p> <p>Bullet point 5 under ‘Actions’ (reducing bus stands on Market Street) contradicts other actions about increasing bus use.</p> <p>There should be an action for the Council to work closely with transport providers (TfL and Arriva) to look at bus usage and encourage it.</p> <p><u><i>Vehicles (Page 35)</i></u></p> <p>A bike-hire scheme is mentioned under the principles. Is this really feasible/demand for this in Dartford?</p> <p>The final bullet point of the principles should refer to promoting/encouraging electric vehicle car use as well as encouraging car clubs.</p> <p>Fully support the fifth bullet point regarding discouraging commuter car parking in the town centre.</p> <p>This section is missing an action on provision of residential car parking in new developments, or a cross-reference to local policy on this issue.</p> <p><u><i>Perception/quality of place (Page 36-37)</i></u></p> <p>The word ‘intimate’ does not accurately describe the lanes which connect Spital Street, High Street and Hythe Street – they are intimidating spaces which are not pleasant to walk through.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>The introduction section on this page should reference the mural at One Bell Corner as an example of something which creates a sense of place and links to Dartford's rich heritage.</p> <p>The fourth principle should also mention designing out anti-social behaviour as well as crime.</p> <p>The penultimate bullet point could be expanded to say that opportunities should be taken particularly where they result in improved linkages across the town, improves wayfinding and creates entrances to the town.</p> <p>It is not clear what the third from bottom action bullet point (addressing vacancy in upper floors) means. Does this mean a change in land use, or physical improvements to attract occupants?</p> <p><u><i>Town centre (page 38)</i></u></p> <p>Strongly support the principle regarding encouraging the evening economy, however this principle should not limit the growth of the night time economy to just Hythe Street and Spital Street- there are other locations across the town centre which would benefit from these types of uses.</p> <p>Free parking after 6pm could help to encourage patrons to visit restaurants, cafes and bars in the town centre – this could be a principle.</p> <p>The last two principle bullet points could be consolidated – they are making the same point.</p> <p>Hotels are mentioned for the first time in the document on this page. If the Council would like to encourage the development of hotels in Dartford, this land use should be mentioned earlier in the document. The proximity of Dartford to London and the excellent public transport available in the town could be better capitalised on to encourage people to stay in the town as a more affordable option to staying in central London.</p> <p>Section 5</p> <p><u><i>Development and Design Principles (Page 44)</i></u></p> <p>The third bullet point references taller buildings along the park frontage. These should be of a very high design quality so as to enhance rather than detract from Central Park. A higher landmark building could be developed to act as a signpost that Dartford town centre is 'here'.</p> <p>Car free residential development must be encouraged in the town centre to reduce congestion and encourage sustainable travel.</p> <p><u><i>Opportunity sites (Hythe Street and Kent Road) (Page 45)</i></u></p> <p>This section encourages a mix of uses including residential and leisure uses; developers should be mindful of the agent of change principle to ensure commercial uses can continue to operate alongside new residential uses.</p> <p><u><i>Streets and spaces – Market Square and Lowfield Street. Development Design Principles (Page 50)</i></u></p> <p>There is a reference to the removal of the public toilets at Market Square – the document should indicate whether it is expected that these will be replaced and if not how the loss of the public convenience will be mitigated.</p> <p><u><i>Streets and spaces – Hythe Street (page 53)</i></u></p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>There is an explanation under the 'Development and Design Principles' of what the principles mean – this explanation should appear much earlier in the document.</p> <p>The first and third bullet points are covering very similar points and could be merged.</p> <p><i>Future Development Opportunities (Page 57)</i></p> <p>It is crucial to improve the pedestrian experience between Prospect Place and the main town centre. It takes too long to cross the lights (partly because of the sequence of them) to get from the car park here to the rest of the town which discourages shoppers from visiting the rest of town when parking at Prospect Place. Making the pedestrian the priority at these crossings could help and any new developments in this location should try to improve linkages to the town. The route through Suffolk Road from Prospect Place can sometimes be the most direct route to the town centre, yet it has the feel of an out of centre location rather than an obvious route and this should be improved where possible</p> <p><i>Home Gardens:</i> The first sentence of this sub-section goes without saying and doesn't add anything – it could be deleted.</p> <p>Section 6</p> <p>Page 59 - The third bullet point alongside 'Dartford Borough Council' should also reference contribution to the delivery of other policies in the local plan.</p> <p><i>Implementation Programme (Page 60)</i> – The first paragraph would be better placed at the front of the document alongside a description of the improvements that have already taken place in the town centre and how the Council want to capitalise on the growing developer interest in the town.</p> <p>The final sentence of page 60 would be better placed in the introduction to the SPD.</p>
	Transport for London (TfL)	<p>TfL London Buses operates three cross boundary bus routes through Dartford town centre (routes 96, 428 and 492) – these follow common routings through the centre. Five bus stops in this area are managed by TfL London Buses Network Management/Asset Operations, these are located on Home Gardens (x2), Market Street (x1), Instone Road (x1) and Highfield Road (x1). The attached map shows the bus routing and stopping arrangement. Should there be proposals to remove bus access or stopping points via Market Street, an alternative westbound route would be available via Home Gardens, Westgate Road and Highfield Road (drawn in yellow on the attached map, but subject to this route not being affected by any subsequent plans). This would have the benefit of buses serving Dartford railway station in both directions, which they currently do not do although it may result in some passengers having further to walk to some key town centre destinations. If detailed proposals to alter bus stops or stands are taken forward, TfL London Buses would wish to be consulted further. TfL would also encourage Dartford Council to take the opportunity to provide priority measures for buses and to ensure that any changes to traffic circulation provide positive benefits for buses and their passengers.</p> <p>Any proposed changes to the town centre, particularly around the station and rail line, will also need to be consistent with Crossrail safeguarding including any land that may be required for a potential eastern extension of the Elizabeth Line.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
	Kent County Council (KCC)	<p>2. A Vision for Dartford Town Centre</p> <p>KCC Heritage Conservation supports the prominence of heritage within the Framework’s vision. Dartford has a rich history and despite many losses, the heritage assets that survive have the potential to contribute significantly to the town’s future development. The historic environment is a great potential resource for enhancing the quality of life in the town. It can act as a basis for regeneration, complementing and supporting the economic development of Dartford through producing higher quality and more sustainable development that is integrated into the town. This helps create a sense of place and adds character and distinctiveness to towns, facilitating differentiation between places. The buildings, open spaces, historic features and patterns of roads and lanes all define the character of settlements.</p> <p>The historic environment can also play a key role in social regeneration. Successful heritage-led regeneration, acting in partnership with community projects, can help to connect people with their urban and rural landscapes, heritage and with each other. Therefore, KCC recommends the inclusion of positive uses of the historic environment as well as the need to conserve those elements that may be threatened.</p> <p>To achieve this, KCC recommends producing a Heritage Strategy. Several of Kent’s Local Planning Authorities (LPAs) have either published or are progressing with a Heritage Strategy to identify the ways that the historic environment can contribute to the social, economic and environmental benefits. This also allows the LPAs to comply with paragraph 126 of the National Planning Policy Framework. For an area like Dartford, with a complex heritage ranging from Palaeolithic sites to the Cold War, a Heritage Strategy would be invaluable in ensuring that the Borough’s heritage assets are integrated into future development. KCC’s Heritage Conservation team would be happy to discuss this further.</p> <p>Dartford town centre was assessed in 2004 as part of the KCC Extensive Urban Survey¹. This reviewed the heritage assets and archaeological potential of the town as known at that time and it remains an essential reference for consideration of the heritage of the town. A brief historic summary of Dartford is attached in Appendix 1.</p> <p>¹ http://archaeologydataservice.ac.uk/archives/view/kent_eus_2006/downloads.cfm?area=Dartford</p> <p>4. Dartford Tomorrow – A Changing Town Centre</p> <p><i>Movement</i></p> <p>There are several recorded Public Rights of Way (PRoWs) which currently serve Dartford Town Centre as identified in the extract of the network map attached in Appendix 2. These routes provide sustainable transport links for residents and visitors to the area and should be considered within the SPD as they can make a valuable contribution towards the objectives of the plan.</p> <p>Whilst KCC supports the Movement Objective there should be a greater emphasis on actions that increase active travel. Walking and cycling should be encouraged as this would help to reduce the number of short distance car journeys and address vehicle congestion</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>issues within the town centre. KCC supports the principle of creating a dedicated cycle network through the town, the improvements to existing paths, the creation of traffic-free routes and the prioritisation of access for walkers and cyclists within the town centre. To encourage pedestrian movements, consideration should be given to improving the accessibility and character of the PRoWs. Enhancements should be made to create safe and attractive routes that promote walking and cycling for local journeys and access to the surrounding area. Development proposals should seek to contribute towards the delivery of pedestrian and cycling routes, potentially through improved way marking or access connections, and the development of the PRoW network should be emphasised. The provision of 'missing link' PRoWs and other walking and cycling connections should be facilitated or funded, where appropriate. Whilst KCC supports the notion of improving cycle routes across the town and improving/ expanding public transport to reduce the dominance of private vehicles, integrating this into the road network will need careful consideration. The existing road network cannot cope with the current levels of traffic, especially when there is congestion at the Dartford Crossing. Therefore, reducing the available road space for private vehicles is likely to increase congestion. KCC advises that solely improving the bus service to the detriment of private vehicles on the existing road network is unlikely to be successful as buses will inevitably be impacted by the congestion. A likely solution would be dedicated, enforceable bus routes but this would require further assessment.</p> <p>DBC should note that bendy buses are no longer an aspiration of Fastrack. However, it may be appropriate to refer to the use of cleaner fuels or electric vehicles. As part of these proposals, consideration should be given to ensuring that the infrastructure to support an increase in Fastrack services from the Ebbsfleet area can be accommodated in the town centre.</p> <p>With regards to the proposed action on page 35 to co-ordinate traffic light signals, KCC advises that there is limited scope to do this as the traffic lights currently use the Cableless Linking Facility (CLF) system. A solution could be to use the Split, Cycle, and Offset Optimisation Technique (SCOOT) system which will be more reactive to conditions but this system would be restricted by the road geometry.</p> <p><i>Perception/quality of place</i></p> <p>KCC advises that massing, orientation and layout are also essential elements in ensuring that new development complements the existing character of place, and should be included in the principles.</p> <p><i>Leisure</i></p> <p>KCC notes the reference to the existence of the Darent Valley promoted route. This long-distance walking route passes through the centre of Dartford and provides a valuable recreational amenity. Actions to improve access to the River Darent and enhance the quality of the surrounding river environment are therefore supported. To enable the delivery of these actions, developer contributions should be sought where appropriate.</p> <p>5. Areas of Change</p> <p><i>Opportunity Sites</i></p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>KCC Heritage Conservation has provided a heritage review of the proposed opportunity sites which is attached in Appendix 3.</p> <p><i>Further development opportunities</i></p> <p>No maps or plans are provided for the Further Development Opportunities and the precise location and extent of the sites are unknown. KCC Heritage Conservation will be happy to provide detailed comments once the full information has been provided.</p> <p>6. Implementing Change</p> <p>The PRoW network currently provides sustainable access links within the borough and can make a valuable contribution towards the delivery of the Framework vision. The KCC PRoW and Access Service would welcome future engagement with DBC to consider new routes and improvements to the existing network. This would help achieve the objectives highlighted within this Framework and the aims of the Countryside and Coastal Access Improvement Plan and Strategic Statement for Kent2.</p> <p>2 https://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/countryside-policies-and-reports/countryside-and-coastal-access-improvement-plan</p> <p>Furthermore, the KCC PRoW & Access service should be consulted on any proposed development or improvement work that affects a PRoW. There must be no disturbance of the surface of the PRoW, or obstruction of its use, either during or following any approved development without the express consent of the Highway Authority.</p> <p>Table 1 on page 59 does not include KCC as a key stakeholder. As the Local Highway Authority, KCC performs a key role in defining the movement network around the town centre. KCC recommends that a further consultation should take place for the highway works listed in Table 2 on page 61. This is because local residents and businesses may wish to comment on the specific changes proposed to the highway network as part of the town centre improvements.</p> <p>General Comments</p> <p><i>Biodiversity</i></p> <p>Currently, there is no reference to ecology, wildlife or biodiversity in the Framework. In general, town centres can have limited ecological interest due to the low levels of green space. However, KCC suggest that works within town centre and developments should be looking to create and enhance habitats for biodiversity and improve connectivity for wildlife through the town centre.</p> <p>There is great potential to enhance the biodiversity of the town centre for, particularly as the River Darent passes through the town and there are several parks/green spaces within the immediate area.</p> <p>KCC suggests that the Framework should provide a section for biodiversity/ecology or at least include biodiversity/ecology considerations within existing sections. This should also align with any emerging or adopted Green Infrastructure Plan.</p> <p><i>Minerals and Waste</i></p> <p>KCC, as the Minerals and Waste Planning Authority, is responsible for ensuring that mineral resources are not needlessly sterilised by other forms of development, ensuring that a steady and adequate supply of minerals is maintained into the future to facilitate</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>sustainable development. This safeguarding approach is supported by national planning policy guidance in the National Planning Policy Framework (NPPF) and in the Kent Minerals and Waste Local Plan 2013-303 (KMWLP). The NPPF requires that development proposals should not be permitted within mineral safeguarding areas where they might constrain potential future use of the economic mineral resource. As such, the policies within the KMWLP aim to prevent the sterilisation of Kent’s potentially economic mineral assets.</p> <p>3 https://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/planning-policies/minerals-and-waste-local-plan/minerals-and-waste-local-plan</p> <p>Regarding landwon safeguarded minerals, KCC confirms that in relatively close proximity to the Framework area there is a safeguarded mineral deposit (Sub-Alluvial River Terrace Deposits). However, as the area is entirely within the existing urban confines of Dartford, the landwon mineral safeguarding considerations are not relevant as urban areas are exempt from mineral safeguarding. Regarding permitted waste management facilities that are subject to safeguarding policies of the KMWLP, KCC can confirm that none are located within the area of the Framework. Therefore, the waste management facility safeguarding policies do not need to be considered. Should you require any further information regarding the above, please contact a member of the Minerals and Waste Planning Policy Team at mwlp@kent.gov.uk or on 03000 422370.</p> <p><i>Sustainable Urban Drainage</i></p> <p>KCC promotes high quality design which includes consideration of green and blue landscape elements within the public realm. Areas of hard landscaping will result in increased surface water flows. Creative landscape designs can mitigate any increased surface water flows whilst also providing other multiple benefits.</p> <p><i>Other Matters</i></p> <p>3. Dartford Today Analysis</p> <p><i>Perception/Quality of Place</i></p> <p>There is an issue with the formatting which makes it difficult to read the first two paragraphs of this section on page.</p> <p><i>Dartford is Growing and Changing</i></p> <p>Page 14 has a typographic error in the first paragraph as it states that the ‘...Borough’s population at 105,000 in 20165’.</p> <p><i>Gateways</i></p> <p>On page 22 the Fastrack and Bus Stops bullet point has been repeated.</p> <p>The County Council will continue to work with the District Council on the formulation and delivery of the SPD and welcomes further engagement as the Framework progresses.</p> <p>Appendix 1: Historic Summary of Dartford – available in hard copy Appendix 2: Dartford Town Centre PRoW map - available in hard copy Appendix 3: Heritage Review of the Opportunity Sites - available in hard copy</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
	Highways England	<p>Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case particularly the A2 and A282 / M25.</p> <p>Having examined the Draft Supplementary Planning Document, we note that there are proposals relating to both the local road network and development sites. We would need to be consulted on any proposals which may have an impact on the SRN.</p> <p>You may also wish to add “Highways England” to Table 1 (key stakeholders). This is because, notwithstanding the lists of statutory organisations, we are not really covered by any of the categories within the table and this may lead to HE being unintentionally omitted when consultation on plans or applications occur.</p> <p>We would wish to continue to be consulted on the Framework as it progresses and on any applications or schemes should they be capable of having an impact on the safety, reliability and/or operational efficiency of the SRN.</p> <p>I hope this response assists, but if you have any queries, please contact us.</p>
	Historic England	<p>As the Government’s adviser on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process, and welcomes the opportunity to comment upon this key planning document.</p> <p>Historic England encourages the Council to fully recognise the historic environment of Dartford town centre and the numerous assets that contribute to its character and distinctiveness. Among these are a number of nationally listed buildings with a particular concentration in the High Street and West Street areas; notably, historic coaching inns and pubs (e.g. the Grade II* Royal Victoria and Bull Inn) and the Church of the Holy Trinity (Grade I). The centre of the town is designated as a conservation area, and there are other non-designated assets with particular historical characteristics that reinforce the town’s character and appearance, such as Central Park.</p> <p>The low to medium scale of the townscape of the central areas of the town, and the permeable pattern and inter-connectivity of the streets in and around the High Street are also key characteristics of the character of Dartford and should be protected and promoted in the plan’s vision and proposals.</p> <p>Historic England welcomes and supports the references to the historic environment and the positive benefits it brings to Dartford as a thriving and attractive place to live, work and visit in the Vision for the future of the town centre (p. 11). We are encouraged to see the Council using the analysis of the historic development and form of the town as the starting point for planning its future (p.15 et seq.), and endorse this as a way forward to achieving the vision.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>We endorse the objective and principles set out in Perception and Quality of Place on page 36. We can agree with many of the actions proposed in this section but would need to see more detail in relation to some of the proposals in order to ensure that they consistent with the duty to preserve and enhance the historic environment and Policy DP12 of the Dartford Local Plan. Also, while we broadly accept the approach set out to the development of the Opportunity Sites, we would be pleased to see more detail of and, where appropriate, make a contribution to the development of these proposals as they come forward.</p> <p>Historic England would strongly advise that the Council’s own conservation staff are closely involved throughout the preparation of the Local Plan, as they are often best placed to advise on local historic environment issues and priorities, sources of data and, consideration of the options relating to the historic environment.</p> <p>These comments are based on the information provided by you at this time and for the avoidance of doubt does not reflect our obligation to advise you on, and potentially object to, any specific development proposal which may subsequently arise from this or later versions of the plan and which may, in our view, have adverse effects on the historic environment.</p>
	Ellandi LLP	<p>Williams Gallagher act on behalf of Ellandi LLP, the asset management team for the Priory Shopping Centre which is owned by CCP III Dartford 1 S.a.r.l. We have previously engaged with IBI Group through the workshops held in 2015 and 2016, alongside regular meetings with officers to review progress with ongoing asset management projects. We therefore welcome the overall thrust of the Masterplan which has sought to comprehensively address a very wide range of issues underpinning the current and future success of Dartford Town Centre.</p> <p>In light of our previous engagement and the quality of response by the Master planning team, we wish to make only a small number of comments. These are as follows:</p> <ul style="list-style-type: none"> • The document would benefit from Paragraph numbers throughout to aid referencing in due course. • Comments in respect of increases in footfall and reductions in vacancy rates are supported. <p>However, it should be recognised in the document that the occupier market for retail, and increasingly food and beverage uses, continues to experience difficult trading conditions. It is therefore imperative that the town centre remains the focus for such uses in order to support the planned programme of key actions and opportunity sites identified.</p> <ul style="list-style-type: none"> • The Legend is not complete for the Masterplan plan on page 30. In addition, the yellow hatching area around Instone Road Gateway is not explained clearly in the document. What does it refer to? We would welcome a further discussion with officers and also IBI in respect of the opportunities in this area alongside the potential for new development above the Priory Shopping Centre in the form of, but not limited to: apartments / build to rent / retirement living accommodation. • We note the action on page 34 to “<i>reduce the number of bus stands on Market Street to reduce clutter and minimise bus movement in this area</i>”. We remain concerned that the removal of bus stands in this area could have an adverse impact on footfall to the Priory Shopping Centre. A high proportion of customers to the Priory Shopping Centre use the bus

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>service to access the town centre and alight at Market Street. We would welcome reassurance from the council and bus operators that reducing the number of stands will not reduce the number and frequency of services to the detriment of footfall in this area of the town centre. This is critical not only for the Priory Shopping Centre, but also for the High Street, Acacia Complex, Lowfield Street (Meyer Homes) and easy access to Central Park Gardens and all of the excellent facilities that this area provides. Taken together, the reduction of bus access in this area has the potential to significantly undermine the vitality and viability of Dartford Town Centre. We do consider that a number of stands could be relocated to Lowfield Street outside of the entrance to the Priory Shopping Centre. This would maintain accessibility by bus while freeing up space for a high quality public space at Market Street.</p> <ul style="list-style-type: none"> • We note that page 35 includes an action to <i>“ensure car parks closest to the primary shopping area are for short term use”</i>. While we do agree that the balance of parking should be for short stay parking, there are also businesses that would benefit from the availability of long term parking spaces in the heart of the town centre. We would recommend that the coordinated parking strategy provides a basis for securing this provision while discouraging parking for out-commuters. Long stay parking is part of a sustainable mix of parking for town centres as users have a wide range of mobility. • Page 49 states: <i>“much of the space currently occupied by bus stands could be reconfigured to provide a people-orientated space and accommodate some market stalls, thereby reliving pressure on the High Street”</i>. As stated above, we remain concerned that the removal of bus stands in this area could have an adverse impact on footfall to the Priory Shopping Centre. A high proportion of customers to the Priory Shopping Centre use the bus service to access the town centre and alight at Market Street. We would welcome reassurance from the council and bus operators that reducing the number of stands will not reduce the number and frequency of services to the detriment of footfall in this area of the town centre. This is critical not only for the Priory Shopping Centre, but also for the High Street, Acacia Complex, Lowfield Street (Meyer Homes) and easy access to Central Park Gardens and all of the excellent facilities that this area provides. Taken together, the reduction of bus access in this area has the potential to significantly undermine the vitality and viability of Dartford Town Centre. We do consider that a number of stands could be relocated to Lowfield Street outside of the entrance to the Priory Shopping Centre. This would maintain accessibility by bus while freeing up space for a high quality public space at Market Street. • Page 49 also states: <i>“The northern part of Lowfield Street is closely integrated with the primary shopping frontage; it is currently dominated by a two lane vehicular carriageway which has a reduced flow of traffic since the ring road was made two-way to the north. Cyclists are however only able to travel one-way south. Improvements in this area provide opportunities to: reduce the vehicular carriageway to a single lane, provide for two- way cycle movements, improve the crossing at the junction of Lowfield Street and Market Street, widen the footway (where possible) and provide an enhanced street scene which will complement the refurbished Priory Shopping Centre and the new development coming forward on the east</i>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p><i>side of Lowfield Street.</i>" At present, Lowfield Street includes a taxi rank which runs the length of the Priory Shopping Centre Frontage. This is an important facility for customers of the shopping centre. Accordingly, while alterations and improvements to the road, including two-way cycle access and improvements to the streetscape are welcomed, this should also include provision of taxi rank facilities and relocated bus stops as discussed above. Like the bus service, taxis are an essential part of accessing the town centre by a range of sustainable transport modes.</p> <ul style="list-style-type: none"> • The action on page 50 to <i>"improve the crossing of Lowfield Street at the junction with Market Street and enhance the public realm at the entrance to the Priory Centre"</i> is fully supported. • The references at page 59 to the HCA should be amended to Homes England. Our key concern with the Masterplan at this stage is the potential to undermine easy access to Lowfield Street and Market Street by bus and taxi. The unintended consequence of this will be to reduce accessibility for a large section of the local community to this area of the town centre. We look forward to meeting officers to discuss the above points in further detail.
Ms May	Private Individual	<p>I have read with interest the proposed development of Westgate. I am just enquiring as to why the healthcare provision is only "potential". You failed to fulfil the developers promise on the old West Hill Hospital site which still looks a state years and years later. No new healthcare centre there either. Your response please?</p>
	Lichfield's for British Land	<p>Our client, British Land, own and manage Prospect Place in Dartford Town Centre on behalf of Hercules Unit Trust (HUT). British Land have been in dialogue with Dartford Borough Council regarding the future aspirations for Prospect Place, and have a further meeting arranged on 5 April 2018, after the window for comments on the draft SPD has closed. However, we trust that following this meeting, potential development options that are discussed will be used to feed into and inform the next version of the SPD.</p> <p>In the meantime, British Land supports the overall aims of the SPD to enhance Dartford Town Centre, in particular the proposed improvements to linkages around Prospect Place, across Hythe Street/Westgate Road.</p> <p>British Land look forward to working with the Council over the coming months to progress opportunities for Prospect Place, and we would be grateful to be kept informed of the next stages of the SPD production.</p>
	WYG for Sainsbury's supermarket	<p>On behalf of our client, Sainsbury's Supermarkets Limited, we wish to make the following comments on the Dartford Town Centre Framework Draft SPD.</p> <p>Sainsbury's Dartford Superstore is located at the Priory Shopping Centre, within the Instone Road Gateway, an area identified for future development opportunities by Council.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>Sainsbury's is supportive of the aims of the Framework and our client recognises the benefits that improvements to the town centre will bring. It is important however, to stress the need for any changes to the town centre to be carried out in a manner which will allow businesses to continue to operate successfully and without disruption.</p> <p>As a major retailer, and given its importance in anchoring the Priory Shopping Centre, our client would be happy to work with the Council as they develop their plans in order to achieve a consensus for development within the Instone Road Gateway area.</p> <p>We trust these comments will be taken into consideration when progressing with the Town Centre Framework, please do not hesitate to contact us should you have any queries or require any further information.</p>
Mr Ryan	Private Individual	<p>The Plan is full of aspirations with which most people would agree, but the Council's past and future plans have not and will not achieve them, The Westgate Road development including a cinema, hotel and shops is a welcome change except for the provision of another 140 flats in the town centre. Dartford's future is as a dormitory town to Ebbsfleet city.</p> <p>This Town Centre SPD is designed to favour cyclists and fit pedestrians – the elderly, unfit or infirm are not favoured and motorists are discouraged from coming to Dartford. The Council's Movement Objective is to “reduce the balance between the car and people” – a most negative view of “people “who travel by or in cars. A divisive and unnecessary plan. The Council should think again.</p> <p>Some 600 parking spaces have been or will be lost to developments – Appendix C Parking Needs and Opportunities prepared in May 2016 gives details of the remaining car parks which motorists can find and use and concludes that based on analyses data from 2011 additional parking may be required to accommodate future growth depending on (i) alternative transport initiatives and (ii) parking provision within new development sites. Now in 2018 there are 564 cycle spaces planned for the Meyer Homes development in Lowfield Street, but strangely none in the new Muse Westgate development – where there will be 167 car spaces to serve not just the 140 flats, but also the Estuary Hotel, Cinema, shops, restaurants etc. - surely inadequate- perhaps visitors, flat owners and shoppers will all be ardent walkers, cyclists and enthusiastic train and bus travellers. This is the beginning of the “modal shift” to more sustainable forms of transport – the “modern way of living” first mentioned by Meyer Homes and later endorsed by our Council Leader, Jeremy Kite – the 548 flats in Lowfield Street have 0.7 car space per flat (unallocated) – if you must drive, you can join a car club. A move to cycle rickshaws and electric tut- tuts would be more sustainable and less polluting..</p> <p>The two way cycle routes planned for Hythe Street, Spital Street and Lowfield Street are to be shared with pedestrians – not a good idea... An example of a shared cycle route can be seen in Spital Street. Where do these routes lead to outside the Town centre? Will there be two way cycle routes up West & East Hill and beyond? What is the plan for jobs to cycle to outside the town centre?</p> <p>Acacia Hall site – opened up to Market Street and the new Town Square, formed by the demolition of the separating wall including the last two Council public toilets (use not recommended) and the removal of bus stands and all car and van parking including for the disabled and many businesses including Iceland. The bus stands are to be relocated to Hythe Street and Home Gardens – No visible</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>provision in Hythe Street, which has two way cycle routes and pavements extended into the road. The Council are at the consultation stage on the Market Street area and ask for suggestions.</p> <p>Market Street could be the place for a permanent home for Traders - a market Hall with car parking and public toilets this would free up the High Street again and allow bus only access which would reinvigorate Spital Street and the High Street and not require the current difficult and dangerous crossing of Home Gardens</p> <p>Lowfield Street – Meyer Homes have not yet appointed a builder and a year has passed since they obtained planning permission. I understand that the system of self-regulation ie by the builder himself is to apply and that some questions raised at the planning application stage on fire brigade access and car parking provision, below 0.7 spaces per unit on Phase 1, must wait till the builder is appointed. At the planning application Meyer Homes indicated that the entire scheme would be completed by the end of 2019. The Council have received an update on progress from Meyer Homes but has not published it yet.</p> <p>Fairfield Leisure Centre – the Council have invested over £12 million on a contract which started out at £8 million. Where has the extra gone?</p> <p>One of Tesco’s schemes, supported and approved by the Council included the demolition of this centre and the erection of 7 No. multi-storey blocks of flats</p> <p>Central Park – Well maintained and looked after today – soon to be have the entire length of the West boundary to be filled with 8 storey blocks of identical elevation with a continuous rain filled linear pond between 4 – 8 metres wide next the Park</p> <p>A new health Centre is a long term plan. Are there enough beds at Darenth Valley to accommodate the extra population these plans will generate?</p>
	GL Hearn for Muse Developments Ltd	<p>GL Hearn writes on behalf of our client, Muse Developments Ltd, in relation to the draft Dartford Town Centre Framework SPD which is subject to public consultation until 29 March 2018. As a partner of Dartford Borough Council in the context of the redevelopment of the Estuary located along Hythe Street, Muse welcome the development principles set out in the Framework for the delivery of a successful town centre.</p> <p>In line with the adopted Core Strategy, the Framework identifies three opportunity sites for mixed use redevelopment along Hythe Street and Kent Road. Muse and Dartford Borough Council have entered a JV to redevelop the Estuary which forms part of this allocation. The proposals are seeking to create a mixed use hub complementing the existing retail core therefore Muse’s intentions for the redevelopment of the site corroborate the development and design principles set out in this Framework.</p> <p>Muse supports the vision presented for the redevelopment of Dartford Town Centre and are looking forward towards contributing to its implementation.</p>
Mr Maidment	Private Individual	After 18.5 years (the Development plan for Dartford was originally started by the Labour Administration in 1999)

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>I sincerely hope that we may at last get some renewal of our town centre although I doubt it will be in keeping within the character of an old Kentish town due to the vast number of flats and apartments being proposed.</p> <p>I am pleased that the old Cooperative site is being developed and welcome the Cinema and Hotel but I am less enthusiastic regarding another 140 flats in the town centre when have so many being constructed on the old Wellcome site. What I think is fundamentally wrong is the lack of car parking spaces for the flat residences. If I understand it correctly the DBC is hoping that all the new occupiers will travel by train, bus, bike or walk. This concept is totally misplaced as the British people are addicted to their car. The nett effect of this will be that the flat residents will park their vehicles on the roads in the town centre as it is their right since they pay road tax.</p> <p>Gareth Johnson our MP stated in his latest newsletter how bad the traffic congestion is in Dartford and these plans will undoubtedly make the situation far worse such that it will bring grid lock to the town centre on far more occasions than it does already.</p> <p>Could I mention that there was no mention in the plan for the parking for motorbikes.</p>
Mr Izzard	Private Individual	<p>I have already completed your online survey but wanted to add some more feedback on the areas identified as "opportunities for change".</p> <p>Firstly I would like to make the case for protecting the variety of pre-world war 2 properties in the town centre, regardless of whether they have historic or cultural significance. Too many roads have already been lost and we do not want Dartford to go further down the route of Erith Town Centre. So for example, the residential properties to the rear of the Dreams Beds store and the shops to the right should not be considered for demolition in order to make way for intensification.</p> <p>Secondly, I believe that the area around Holy Trinity Church should be prioritised for improvement. Connecting this area to the library and Acacia Hall to the North of the church, the river to the East, the route through Bullace Lane and also along the immediate section of the High Street could form a fabulous conservation-style area with so many notable buildings. Removal of the blight on the landscape that is the current Iceland store should also be a long term aim whilst other shop front improvements could be achieved through adopting supplementary planning guidance in this area, such as that adopted by East Hampshire District Council: https://www.easthants.gov.uk/sites/default/files/documents/ShopfrontDesignGuide2015.pdf</p> <p>In others areas I thoroughly endorse the plans and would urge the council to bring forward the funded short-term improvements as soon as possible.</p>
Mr Herbert	Private Individual	<p>I am writing with regards to the access car park at Acacia Hall as laid out in the new plans for Dartford. The first problem is the cars parking along Darenth Road. To overcome this would necessitate putting no waiting lines from the traffic lights at the Princes Road junction to the East Hill junction. There is also a well-used bus stop and a major park entrance across this road from a highly populated area. A zebra or pelican crossing should be installed to facilitate safe crossing. Both of these suggestions should be implemented anyway as Darenth Road has a high traffic flow as is.</p>

Dartford Town Centre Consultation: Written Comments Received back (28.02.18- 29.03.18)

Name	Company/Private Individual	Comment
		<p>The next problem is the entrance to the car park crossing the fast track route. Firstly, the same problem would arise as there is at the Iceland car park at the present time, cars blocking the bus route hence the buses. The next problem is cars turning from East Hill that are unable to turn into the car park would stop movement on East Hill causing problems of traffic movement on the hill. To overcome the problem it would be more practicable to leave the entrance where it is, opposite the church, but make the exit right turn only. Any congestion would then be in the grounds of the care park and not in a thoroughfare. It would also mean traffic would not go through the town, as it would need to flow to the roundabout at the station. Vehicles going west would take the second turning off the roundabout and the ones going east the fourth thus elevating the town.</p> <p>The only other concern I have with the plan is the new builds in Lowfield Street, which I have no problem with, but with the infrastructure. Is there going to be new schools, doctors, enlarging Darenth Valley hospital etc. to accommodate the extra number of people.</p>