

# Riverside Energy Park

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## Preliminary Environmental Information Report

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APPENDIX:

# A.4

PLANNING INSPECTORATE REFERENCE NUMBER:  
**EN010093**

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**POLICY BACKGROUND**

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June 2018 | Revision 0

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Planning Act 2008 | Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



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## Appendix A.4 Planning Policy Context

### A.4.1. National Planning Policy

#### National Planning Policy Framework (NPPF) (2012)

A.4.1. The National Planning Policy Framework (NPPF) was published in March 2012, setting out the Government's planning policies and how these are expected to be applied. The NPPF emphasises the importance of National Policy Statements (NPSs) for major infrastructure in the determination of Nationally Significant Infrastructure Projects (NSIPs), whilst also noting that:

*“This Framework does not contain specific policies for nationally significant infrastructure projects for which particular considerations apply. These are determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant national policy statements for major infrastructure, as well as any other matters that are considered both important and relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy and are a material consideration in decisions on planning applications.”*

- A.4.2. The central theme of the NPPF is the presumption in favour of sustainable development and supporting core planning principles include the protection and conservation of the natural, built and historic environment and the promotion of sustainable growth and development. Key policies that may have a bearing on the Riverside Energy Park (REP) are summarised below.
- A.4.3. Chapter 4 (Promoting sustainable transport) paragraph 30 encourages transport solutions which support reductions in greenhouse gas emissions and reduce congestion. Paragraph 32 requires all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and states that *“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”*.
- A.4.4. Chapter 6 (Requiring good design) notes that securing high quality and inclusive design goes beyond aesthetic considerations and seeks to ensure that new development is integrated into the natural, built and historic environment.
- A.4.5. The NPPF explicitly supports the transition to a low carbon future and encourages the use of renewable energy resources. Chapter 10 ‘Meeting the challenge of climate change, flooding and coastal change’ recognises that planning plays a key role in supporting the delivery of renewable and low carbon energy and associated infrastructure.
- A.4.6. Under this policy local planning authorities are required to prepare a positive strategy to promote renewable energy which recognises that all communities must contribute towards renewable or low carbon energy generation. Paragraph 99 states that local plans should take account of climate change over the longer term and new development should be planned to avoid increased vulnerability to the range of impacts arising from climate change.
- A.4.7. In respect of flood risk paragraph 100 states that: *“Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.”*
- A.4.8. Chapter 11 ‘Conserving and enhancing the natural environment’ paragraph 118 refers to the need to conserve and enhance biodiversity through four principles:
- “If significant harm resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

- Proposed Development likely to have an adverse effect on a SSSI should not normally be permitted.
- Opportunities to incorporate biodiversity in and around developments should be encouraged.
- Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, unless the need for, and benefits of, the development in that location clearly outweigh the loss.”

A.4.9. Paragraph 120 identifies the need to ensure that the effects of pollution on health, the natural environment or general amenity has been considered in decision-making. Sources of pollution include: ground conditions (paragraph 121), noise (paragraph 123), air pollution (paragraph 124) and lighting (paragraph 125).

A.4.10. Chapter 12 ‘Conserving and enhancing the historic environment’ sets out the Government’s policies for the conservation and enhancement of designated and non-designated features of the historic environment. Paragraph 128 specifies that applications which may have an effect on heritage features should ensure that an appropriate and proportionate assessment of the impact has been carried out. Paragraph 135 specifies that the effect of proposals on the significance of non-designated assets should also be taken into account.

### **National Planning Policy for Waste (NPPW) (2014)**

A.4.11. The National Planning Policy for Waste (NPPW) was published in October 2014, setting out the Government’s ambition to develop a more sustainable and efficient approach to resource use and management. The NPPW recognises that planning can help to deliver the national waste strategy by helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment.

A.4.12. Section 4 states that local authorities should identify sites for waste management facilities in local plans and that waste planning authorities should consider the suitable siting of energy recovery facilities to enable the utilisation of the heat produced as an energy source in close proximity to suitable potential heat customers.

### **Planning Practice Guidance (online resource)**

A.4.13. The Planning Practice Guidance (PPG) was first published as an online resource in March 2014; it provides detailed guidance on implementing the NPPF policies which is updated on a regular basis. The key sections of the PPG which may have a bearing on REP are listed below:

- Air quality;
- Climate change;
- Environmental Impact Assessment;
- Land affected by contamination;
- Natural environment;
- Noise;
- Renewable and low carbon energy; and
- Waste.

## A.4.2. Emerging National Planning Policy

### Draft National Planning Policy Framework (2018)

A.4.14. The Ministry of Housing, Communities and Local Government ('MHCLG') have published a draft revised version of the NPPF for consultation between 5 March and 10 May 2018. The revisions aim to implement planning reforms proposed in the housing White Paper, the Planning for the right homes in the right places consultation and the Autumn Budget announcements. MHCLG aim to publish a final version of the NPPF by summer 2018.

## A.4.3. Regional Planning Policy

A.4.15. At the regional level, The London Plan (consolidated with alterations since 2011) was published in March 2016. The London Plan policies that may be relevant are summarised in the table below:

Table A4.1 London Plan relevant policies

Theme	Policy / Objective
Climate change	Objective: 'A city that becomes a world leader in improving the environment locally and globally, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy and consuming fewer resources and using them more effectively.'
	Policy 5.1 (Climate change mitigation)  Aims to reduce London's carbon dioxide emissions to 60% below 1990 levels by 2025.
	Policy 5.2 Minimising carbon dioxide emissions  Development proposals should contribute to minimising carbon dioxide emissions in accordance with the energy hierarchy: 1 Be lean: use less energy; 2 Be clean: supply energy efficiently; and 3 Be green: use renewable energy.
	Policy 5.3 (Sustainable design and construction)  Sustainable design standards should be integral to the construction and operation of proposals in order to improve the environmental performance of new development and adapt to the effects of climate change.
	Policy 5.4A (Electricity and gas supply)  States that the Mayor will work with the boroughs and energy companies to support appropriate development proposals for gas and electricity infrastructure which address identified energy requirements.
	Policy 5.5 (Decentralised energy networks)  Aims for 25% of heat and power used in London to be generated by localised decentralised energy (DE) systems by 2025. This policy

Theme	Policy / Objective
	<p>identifies that energy from waste plants will provide an important source of energy for London’s future district heating networks.</p>
	<p>Policy 5.7 (Renewable energy)</p> <p>Aims to increase the proportion of energy generated from renewable sources. The policy states that in preparing local plans, renewable energy systems should be located and designed to minimise any potential adverse impacts on biodiversity, the natural environment and historical assets, and to avoid any adverse impacts on air quality.</p>
	<p>Policy 5.8 (Innovative energy technologies)</p> <p>States that the Mayor will support the use of innovative energy technologies to reduce use of fossil fuels and carbon dioxide emissions including conversion technologies such as anaerobic digestion, gasification and pyrolysis for the treatment of waste.</p>
	<p>Policy 5.12 (Flood risk management)</p> <p>States that development proposals should comply with NPPF policies on flood risk, the associated technical Guidance on flood risk and have regard to the EA Thames Estuary 2100 Plan and Catchment Flood Management Plans.</p>
	<p>Policy 5.16 (Waste net self-sufficiency)</p> <p>Aims to manage 100% of London’s waste within London and achieve zero biodegradable or recyclable waste to landfill by 2026. The policy recognises that generating low carbon energy from non-recyclable waste will help achieve these aims while creating environmental and economic benefits from waste processing.</p>
	<p>Policy 5.17 (Waste capacity)</p> <p>Identifies the need to increase London’s waste processing capacity as a Mayoral priority and states that waste management proposals will be evaluated in terms of: locational suitability; proximity to the waste sources; achieving high reuse performance; achieving a positive carbon outcome; environmental impact and transport impact. The policy states that energy from waste facilities need to meet a minimum CO<sub>2</sub>eq performance of 400 grams of CO<sub>2</sub>eq per kilowatt hour (kwh) of electricity produced. Furthermore, opportunities should be taken to provide combined heat and power and combined cooling heat and power.</p>
	<p>Other relevant policies on climate change include the following:</p> <p>Policy 5.6 Decentralised energy in development proposals</p> <p>Policy 5.9 Overheating and cooling</p>

Theme	Policy / Objective
	<p>Policy 5.10 Urban greening</p> <p>Policy 5.11 Green roofs and development site environs</p> <p>Policy 5.13 Sustainable drainage</p> <p>Policy 5.14 Water quality and wastewater infrastructure</p> <p>Policy 5.18 Construction, excavation and demolition waste</p> <p>Policy 5.19 Hazardous waste</p> <p>Policy 5.21 Contaminated land</p> <p>Policy 5.22 Hazardous substances and installations</p>
Transport	<p>Policy 6.1 (Strategic approach)</p> <p>States the Mayor will improve the integration of transport and development by increasing the use of the Blue Ribbon Network, especially the Thames, for freight use and facilitating the efficient distribution of freight whilst minimising its impacts on the transport network.</p> <p>Policy 6.3 (Assessing effects of development on transport capacity)</p> <p>Requires development proposals to assess impacts on transport capacity and the transport network and states that development should not adversely affect safety on the transport network. The policy states that Transport Assessments should be prepared in accordance with TfL's Transport Assessment Best Practice Guidance and construction logistics plans and delivery &amp; servicing plans should be in accordance with the London Freight Plan.</p> <p>Policy 6.14 (Freight)</p> <p>States that the Mayor will work to improve freight distribution and promote movement of freight by rail and waterway to help relieve congestion within London. The policy encourages the increased use of the blue ribbon network for freight transport and the uptake of construction logistics plans, delivery and servicing Plans and more innovative freight solutions in order to minimise congestion and improve safety.</p>
Living spaces and places	<p>Policy 7.8 Heritage assets and archaeology</p> <p>Policy 7.13 Safety, security and resilience to emergency</p> <p>Policy 7.14 Improving air quality</p>

Theme	Policy / Objective
	Policy 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
	Policy 7.19 Biodiversity and access to nature
	Policy 7.20 Geological conservation
	Policy 7.26 Increasing the use of the blue ribbon network for freight transport
	Policy 7.29 The River Thames

A.4.16. A summary of the Mayoral strategy documents and opportunity area planning frameworks ('OAPF's') that may be relevant is set out in the table below:

Table A4.2 Relevant Mayoral strategy and planning guidance documents

Document	Policy/ Objectives
London's Wasted Resource: The Mayor's Municipal Waste Management Strategy (2011)	Sets policies for the management of London's municipal waste between 2011 and 2031 which recognise the Mayor's vision to develop a low carbon economy by minimising the negative environmental impacts of waste and exploiting its economic benefits.
Managing risks and increasing resilience: The Mayor's climate change adaptation strategy (2011)	Sets out the Mayor's detailed approach to manage the current and future risks that climate change poses to the Capital.
Delivering London's Energy Future: The Mayor's Climate Change Mitigation and Energy Strategy (2011)	Sets out the Mayor's strategic approach to secure a low carbon energy supply and limited further climate change in London.
Making Business Sense of Waste: The Mayor's Business Waste Strategy for London (2011)	Sets out the Mayor's strategy for managing London's business waste.
Thamesmead and Abbey Wood Supplementary Planning Document (2009)	Sets out an area-wide vision for Thamesmead and Abbey Wood, outlining a series of key themes and objectives which inform the decision-making process in the study area.

Document	Policy/ Objectives
London Riverside Opportunity Area Planning Framework (2015)	The OAPF puts forward strategies to guide the regeneration of the area setting out how the Mayor’s planning, transport, housing and land functions can be coordinated to maximise the public benefit to Londoners.

#### A.4.4. Emerging Regional Planning Policy

A.4.17. The emerging London Plan (Draft for public consultation December 2017) and the draft London Environment Strategy both may be considered relevant to the REP Development Consent Order (DCO).

##### Draft London Plan

A.4.18. The Mayor published the Draft London Plan 2017 for consultation between 1 December 2017 and 2 March 2018. According to the published Greater London Authority (GLA) timetable the draft plan will be examined in Autumn 2018 and the final plan published by Autumn 2019. The table below summarises draft policies that may be relevant.

Table A4.2 Draft London Plan relevant policies

Theme	Policy / Objective
Chapter 1 Planning London’s Future	Chapter 1 sets out six Good Growth Policies which frame the objectives of the plan. Policy GG6 Increasing efficiency and resilience Seeks to <i>“improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero carbon city by 2050”</i> .
Chapter 2 Spatial Development Patterns	Policy SD1 Opportunity areas Sets out policy to ensure that Opportunity Areas fully realise their growth and regeneration potential. This relates to Bexley Riverside OA and Thamesmead and Abbeywood OA.
Chapter 3 Design	Policy D2 Delivering good design Sets out processes and actions aimed at ensuring development delivers good design.
	Policy D7 Public realm Identifies the criteria which should be taken into account when designing areas of public realm.
	Policy D10 Safety, security and resilience to emergency Requires that <i>“Development proposals should maximise building resilience and minimise potential physical risks, including those arising as a result of fire, flood and related hazards”</i> .

Theme	Policy / Objective
	<p>Policy D11 Fire safety  Requires that development proposals must achieve the highest standards of fire safety.</p>
	<p>Policy D12 Agent of Change  Places the responsibility for mitigating impacts from existing noise-generating activities on proposed new development.</p>
	<p>Policy D13 Noise  Sets out criteria by which development proposals should manage noise to reduce, manage and mitigate noise to improve health.</p>
Chapter 6 Economy	<p>Policy E4 Land for industry, logistics and services to support London's economic function   Requires "A sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions should be maintained", including for utilities infrastructure and prioritises "retention and provision of additional industrial capacity" in locations that have potential for the transport of goods by water transport or provide capacity for waste management services that support London's economy and population.</p>
	<p>Policy E5 Strategic Industrial Locations (SIL)   Requires that Strategic Industrial Locations (including Belvedere Industrial Area) "should be managed proactively... to sustain them as London's main reservoirs of industrial, logistics and related capacity for uses that support the functioning of London's economy". It requires that development proposals in SILs should be supported where the uses proposed fall within the broad industrial-type activities, including utilities infrastructure.</p>
Chapter 7 Heritage and Culture	<p>Policy HC1 Heritage conservation and growth   Sets out requirements for developments in respect of conserving heritage assets, and their settings, and the identification of assets of archaeological significance and avoidance or minimisation of harm through design and appropriate mitigation.</p>
	<p>Policy HC2 World Heritage Sites   Requires that development proposals "should not compromise the ability to appreciate their Outstanding Universal Value, or the authenticity and integrity of their attributes".</p>
Chapter 8 Green Infrastructure and Natural Environment	<p>Policy G3 Metropolitan Open Land   Seeks to protect Metropolitan Open Land (MOL) from inappropriate development.</p>
	<p>Policy G4 Local green and open space   Requires the protection of local green and open spaces.</p>

Theme	Policy / Objective
	<p>Policy G6 Biodiversity and access to nature</p> <p>States that Sites of Importance for Nature Conservation (SINCs) should be protected and that the greatest protection should be given to the most significant sites.</p>
	<p>Policy G7 Trees and woodlands</p> <p>Requires that <i>“Development proposals should ensure that, wherever possible, existing trees of quality are retained. If it is imperative that trees have to be removed, there should be adequate replacement”</i>.</p>
Chapter 9 Sustainable Infrastructure	<p>Policy S11 Improving air quality</p> <p>Requires that London’s air quality should be significantly improved and exposure to poor air quality reduced.</p>
	<p>Policy S12 Minimising greenhouse gas emissions</p> <p>Aims for all major development to be net zero-carbon and achieve a minimum on-site reduction of at least 35% beyond Building Regulations (2013).</p> <p>Requires major development to include a detailed energy strategy to demonstrate how the zero-carbon target will be met and where it is clearly demonstrated that the zero-carbon target cannot be achieved on-site, any shortfall should be provided through:</p> <ul style="list-style-type: none"> <li>– a cash in lieu contribution to the borough’s carbon offset fund, and/or</li> <li>– off-site provision provided that an alternative proposal is identified and delivery is certain.</li> </ul> <p>States The policy also states that <i>“Boroughs should ensure that all developments maximise opportunities for on-site electricity and heat production from solar technologies (photovoltaic and thermal)”</i>.</p>
	<p>Policy S13 Energy infrastructure</p> <p>Supports increasing the amount of new renewable energy sources in London developments.</p>
	<p>Policy S15 Water infrastructure</p> <p>Requires that <i>“In order to minimise the use of mains water, water supplies and resources should be protected and conserved in a sustainable manner”</i>.</p>
	<p>Policy S17 Reducing waste and supporting the circular economy</p> <p>Sets targets for Waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal</p>

Theme	Policy / Objective
	<p>Policy SI8 Waste capacity and net waste self-sufficiency</p> <p>Sets targets to manage London’s waste sustainably and criteria against which development proposals for new waste sites or to increase the capacity of existing sites should be evaluated.</p> <hr/> <p>Policy SI9 Safeguarded waste sites</p> <p>States that “<i>Existing waste sites should be safeguarded and retained in waste management use</i>”.</p> <hr/> <p>Policy SI12 Flood risk management</p> <p>Requires that “<i>current and expected flood risk from all sources across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure provided</i>”.</p> <hr/> <p>Policy SI13 Sustainable drainage</p> <p>States that “<i>Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage</i>” and that “<i>Drainage should be designed and implemented in ways that address issues of water use efficiency, river water quality, biodiversity, amenity and recreation</i>”.</p> <hr/> <p>Policy SI15 Water transport</p> <p>States that “<i>Development proposals to facilitate an increase in the amount of freight transported by river should be supported</i>” and that “<i>Development proposals close to navigable waterways should maximise water transport for bulk materials during demolition and construction phases</i>”.</p>
Chapter 10 Transport	<p>Policy T3 Transport capacity, connectivity and safeguarding</p> <p>Seeks to safeguard transport enhancements including a crossing of the River Thames at Gallions Reach or Belvedere, public transport river crossings in east London, extension of river transport services in east London and the DLR extension from Gallions Reach to Thamesmead.</p> <hr/> <p>Policy T4 Assessing and mitigating transport impacts</p> <p>Requires Transport Assessments to support applications for development, identifying where required, appropriate mitigation for transport impacts and ensuring that proposals don’t increase road danger.</p> <hr/> <p>Policy T7 Freight and servicing</p> <p>Requires that “<i>Development proposals should facilitate sustainable freight and servicing. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which</i></p>

Theme	Policy / Objective
	<i>reflects the scale and complexities of developments” and that “Development proposals must adopt appropriate construction site design standards to enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites”.</i>
	<p>Policy T9 Funding transport infrastructure through planning</p> <p>Identifies the requirement to support transport infrastructure development through the Mayoral Community Infrastructure Levy and section 106 agreements.</p>

### Draft London Environment Strategy

A.4.19. The Mayor published the draft London Environment Strategy on 11 August 2017 and the GLA aim to publish the final document in 2018. The Strategy sets out a range of actions to improve the environment including specific draft policies and targets for air quality, climate change mitigation and energy and waste. The Mayor is required to prepare a London Environment Strategy by the Greater London Authority Act 1999 under amendments made by the Localism Act 2011. The draft policies that may have a bearing on the REP DCO are summarised below:

Table A4.3 Draft London Environment Strategy relevant policies

Theme	Policy / Objective
Chapter 4 Air Quality	Objective 4.2 aims for London to achieve legal compliance with UK and EU limits as soon as possible.
	Proposal 4.2.1e states that the Mayor aims to reduce emissions from freight through encouraging a switch to lower emission vehicles, adopting smarter practices and reducing freight movements through better use of consolidated trips. The Mayor will also support the increased use of waterways for freight use and using wharves as freight consolidation centres.
Chapter 6 Climate change mitigation and energy	Chapter 6 sets out an overarching aim for London to become a zero carbon city by 2050, with energy efficient buildings, clean transport and clean energy. In order to decarbonise London, the draft LES recognises that developing clean and smart, integrated energy systems using local and renewable energy resources will be vital.
	Objective 6.2 aims to develop clean and smart, integrated energy systems utilising local and renewable energy resources.
	Proposal 6.2.1b seeks to increase the amount of solar generation in London.
	Policy 6.2.2 promotes other types of local, decentralised, low carbon energy generation facilities in London.

Theme	Policy / Objective
Chapter 7 Waste	Chapter 7 sets out an overarching aim for London to become a zero waste city. By 2026 no biodegradable or recyclable waste will be sent to landfill and by 2030 65% of London’s municipal waste will be recycled.
	Objective 7.3 aims to reduce the environmental impact of waste activities and states that the Mayor will promote a carbon based Emissions Performance Standard (EPS) approach to promote recycling over sending waste to landfill or incineration which generates GHG emissions.
	Policy 7.3.1 aims to reduce emissions from transport of waste.
	Proposal 7.3.1b states that the Mayor will encourage a reduction in municipal waste transported by road and will increase its transportation by rail and river.
	Objective 7.4 aims to maximise local waste sites in order to ensure that London has sufficient infrastructure to manage all the waste it produces.
	Proposal 7.4.1b states that the Mayor will support the development of new waste infrastructure supporting circular economy outcomes reuse, repair and remanufacture.

### A.4.5. Local Planning Policy Context

- A.4.20. The Indicative Application Boundary falls within two local planning authorities, London Borough of Bexley (LBB) and Dartford Borough Council (DBC). The main REP site is wholly located within the LBB whilst the electrical connection route is located partially within the LBB and DBC administrative areas.
- A.4.21. The LBB Development Plan Framework consists of: Bexley Core Strategy (adopted 2012); Bexley Unitary Development Plan (UDP) Saved Policies (2004, updated in 2012); and the Bexley Energy Masterplan (adopted 2016). The Bexley Growth Strategy (adopted 2017) is intended to underpin future planning policy and should inform development and investment decisions in the borough although it is not a planning policy document.
- A.4.22. The DBC Development Plan consists of: Dartford Core Strategy (2011), the Dartford Development Policies Plan and Policies Map (2017), and the Kent Minerals and Waste Local Plan 2013-30 (2016).
- A.4.23. The Kent Local Transport Plan 4: Delivering growth without gridlock 2016-2031 may also be relevant.
- A.4.24. In terms of emerging policy, both LBB and DBC are in the process of preparing new local plans.

## London Borough of Bexley Local Plan Designations

A.4.25. Several local planning designations apply to the Application Site. These are shown in the Bexley UDP Saved Policies Proposals Map (2004) below (See figure 1):

- Primary Employment site (Saved UDP Policy E3);
- Thames Policy Area (Saved UDP Policies TS13 & TS14); and
- Strategic View: the Southern part of the REP site falls within a strategic view corridor (Saved UDP Policy ENV39)

A.4.26. In addition, the REP site directly adjoins an area of designated MOL to the south (Saved UDP Policy ENV14) and land adjoining the REP site to both the north and south is designated as an Area of Metropolitan Importance for Nature Conservation (Saved UDP Policy ENV23).

A.4.27. The site is designated as a ‘Special Industrial Zone’ on the Bexley UDP Saved Policies Proposals Map, however, this policy was removed in 2007 following a review of the UDP.

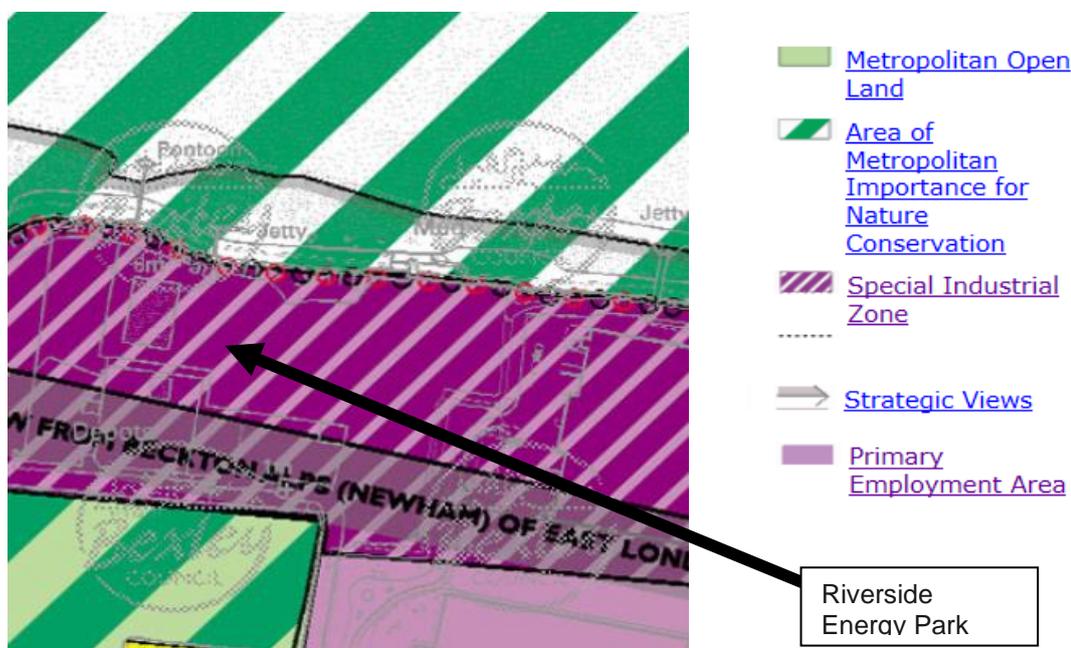


Figure 1 – Bexley UDP Saved Policies Proposals Map (2004)

## Bexley Core Strategy (2012)

A.4.28. The Bexley Core Strategy (2012) sets out the council’s long term vision for the development of the borough up to 2026. The Core Strategy has a focus on the principles of sustainable development in the borough. **Table A4.4** sets out the policies that may be relevant.

Table A4.4 Bexley Core Strategy relevant policies

Theme	Policy
Area	<p>CS03 – Belvedere geographic region</p> <p>Identifies a future opportunity to link proposed regeneration areas at Veridion Park, Imperial Gateway and Tavy Bridge to the Riverside energy from waste incinerator by way of a high-pressure heat main</p>
Flood Management	<p>CS08 – Climate Change &amp; Flood Risk Management</p> <p>All developments should plan for, adapt to, and mitigate the impacts of climate change, by reducing the carbon emissions related to the construction and operation of all development. The Council will investigate opportunities for the funding and development of decentralised energy networks in the Belvedere Employment Area.</p>
Sustainability and the Environment	<p>CS09 – Using Bexley’s resources sustainably</p> <p>The Council will seek to maximise the effective and efficient use of natural and physical resources, while contributing to the health and wellbeing of the community and environment.</p>
	<p>CS17 – Green Infrastructure</p> <p>The Council will aim to protect, enhance, and promote Bexley’s green infrastructure such as open space and waterways. This includes protecting metropolitan open land from inappropriate development.</p>
	<p>CS18 – Biodiversity and Geology</p> <p>The Council will seek to protect and enhance its biodiversity and geological assets by complying with national and regional policy. Consideration will be given to potential impacts on the Thames Estuary.</p>
Economy	<p>CS03 – Belvedere Geographic Region</p> <p>Future opportunities exist to link the proposed regeneration areas at Veridion Park, Imperial Gateway, and Tavy Bridge to Riverside Energy from the waste incinerator by way of a high-pressure heat main.</p>
	<p>CS12 – Bexley’s future economic contribution</p> <p>The Council will allocate sufficient and appropriately located employment land (including Riverside) to meet the boroughs requirements and promote sustained economic and employment growth.</p> <p>Belvedere Employment Zone is noted as one of two principal locations of employment uses.</p>
Transport	<p>CS15 – Integrated Transport System</p> <p>The Council will seek to improve the efficiency and sustainability of freight movement in the borough, while protecting viable safeguarded wharves on the River Thames.</p>

### Bexley UDP (2004) Saved Policies (2012)

A.4.29. The Bexley UDP was adopted in 2004. Since 2004, many alterations to the document have occurred. In 2007, several UDP policies had expired and by 2012, some of the remaining policies were superseded by the adoption of the Bexley Core Strategy in 2012. The saved policies will continue to form part of Bexley’s Development Plan Framework until they are replaced by policies in the new Bexley Local Plan. **Table A4.5** sets out the saved policies that may be relevant.

Table A4.5 Bexley UDP relevant policies

Theme	Policy
Sustainability and the Environment	<p>ENV32 – Sites of Special Scientific Interest (SSSI)</p> <p>Development will not be permitted within Sites of Special Scientific Interest as indicated on the proposals map, unless it can be shown that there would be no damage to scientific or nature conservation interests.</p>
	<p>ENV33 – Development of land adjoining Sites of Special Scientific Interest</p> <p>Development will be resisted unless it can be shown that there would be no damage to scientific or nature conservation interests.</p>
	<p>ENV39 – Built Environment</p> <p>In order to protect and enhance the quality of the built environment, the Council will seek to ensure that all new developments, are satisfactorily located and of a high standard of design and layout. The Council will consider the extent to which the proposal:</p> <ul style="list-style-type: none"> <li>– is compatible with the character of the surrounding area, would not prejudice the environment of the occupiers of adjacent property, or adversely affect the street scene by reason of its (a) scale, (b) massing, (c) height, (d) layout, (e) elevational treatment, (f) materials and/or (g) intensity of development;</li> <li>– is appropriately landscaped, including the retention of appropriate trees and shrubs and the incorporation of public art where relevant;</li> <li>– has any unreasonable effect on the surrounding area by reason of noise and any emissions to land, air, or water, and is not, by reason of its location, itself adversely affected by such conditions as may already be in existence within the neighbourhood;</li> <li>– makes adequate provision for vehicle parking in accordance with the Council's vehicle parking standards;</li> <li>– takes due account of the need to deter crime, both against individuals and against public or private property whilst maintaining an attractive environment; and</li> <li>– takes into consideration important local and strategic views, particularly where the proposed development is one which significantly exceeds the height of its surroundings or is located on a prominent skyline ridge.</li> </ul>

Theme	Policy
	<p>ENV40 - Contamination and remedial treatment of land                      Sites that are known or suspected of being contaminated must undertake surveys to determine the source of any pollutants and any remedial measures necessary to prevent these causing hazards.</p> <p>ENV41 - Air Quality Strategies                      The Council will require an applicant to prepare an Air Quality Assessment where proposals include industrial activities with potentially air borne emissions, or have the potential to significantly increase the volume of traffic flows.</p>
Economy	<p>E1 – Criteria for proposed industrial and commercial development                      Proposals for industrial uses will be resisted unless:</p> <ul style="list-style-type: none"> <li>– there should be no material adverse effects on the health, safety or amenities of the occupants of residential areas</li> <li>– the development is satisfactory in terms of design, scale and layout</li> <li>– the development satisfies the requirements to effects on the local highway network and the availability of public transport, and adequate site access can be provided</li> <li>– provision of appropriate landscaping, including the retention of suitable trees and shrubs and nature conservation features; and</li> <li>– the need for safeguards against discharges from the development that could lead to the build-up of high levels of pollution or find their way into water courses.</li> </ul> <p>E3 - Primary Employment Areas                      The Council encourage industrial uses to locate in the Primary Employment Areas. Land within the Primary Employment Area will be safeguarded for industrial and commercial use only.</p> <p>E4 - Secondary Employment Areas                      The Council will support the development of secondary employment areas. Industrial and commercial uses are first preference in terms of use.</p>
Transport	<p>T6 – Optimising use of the existing transport network                      The Council will not support any development that would either cause local traffic flows to rise above the design flow for a road or would generate additional traffic on a road on which flows are already exceeded design flow.</p> <p>Development will only be supported if the affected road is included in an improvement programme that would increase capacity and the development is able to undertake un-programmed road improvements, and/or there are no environmental, or other planning or road traffic objections to such highway improvements taking place.</p>

Theme	Policy
Thames-side	<p>TS1 – Business development areas</p> <p>The Council will encourage development for business, general industry and storage and distribution purposes in:</p> <ul style="list-style-type: none"> <li>– Eastern Industrial Estate, Thamesmead</li> <li>– Norman Road/Picardy manorway, Belvedere</li> <li>– Land east of Picardy Manorway, Belvedere</li> <li>– Land west of Crabtree Manorway North, Belvedere</li> </ul>
	<p>TS13 – Thames Policy Area Character</p> <p>The Council will protect and enhance the Thames Policy Area, giving attention to achieving good quality design, and protection of views and the skyline. Providing an attractive and safe Riverside Walk along the Thames is also supported.</p>
	<p>TS14 – Developments on the Thames-side</p> <p>The Council requires all developments on the waterside of the River Thames to provide improved access to the waterside, and where appropriate, an extension of the publicly accessible river walk.</p>
	<p>TS15 – Protection of wildlife on the Thames-side</p> <p>The Council will promote the protection of wildlife and the improvement for wildlife of the river and of habitats on Thames-side. Development that diminishes these habitats will be resisted.</p>
Minerals and Waste	<p>MIN1 – Environment, amenity and safety issues</p> <p>In considering proposals for the exploration, exploitation, storage of minerals, the Council will seek to ensure that the environment and public amenity and safety are safeguarded through the following criteria: justification of measures; no significant adverse effects on the environment and traffic generation; and, no increase in the risk from flooding.</p>

### Bexley Energy Masterplan (2015)

- A.4.30. The Bexley Energy Masterplan (EMP) was published in 2015 and produced by consultants Ramboll. The EMP sets out a framework for future energy supply options to support the Core Strategy sustainability targets. The study is centred on the Riverside Resource Recovery Facility (RRRF).
- A.4.31. Chapter 4 'Energy Supply Appraisal' identifies RRRF as the primary heat source, the facility processes 670,000 tonnes of London's waste per annum and generates a gross power output of over 60 MWe which supplies electricity around 100,000 homes. The EMP recognises that the facility has the necessary infrastructure for heat off-take to be provided without substantial alteration and estimates that around 28.6 MTh of heat is available for export to a heat network.
- A.4.32. Chapter 6 'Heat Network Infrastructure Proposals' models the three-potential heat network route scenarios:

- Scenario 1: District Heat (DH) pipeline route extends along Yarnton Way and would require installation of pipes across the busy junction between the A2016;
- Scenario 2: DH pipeline route extends along the A2041 requires the crossing of the Eastern Way dual carriageway possibly along the footbridge that currently crosses Eastern Way; and
- Scenario 3: extending the DH pipeline route south east from the RRRF requires a long stretch of pipe along the Bronze Age Way (A2016) and three road crossings.

A.4.33. Chapter 7 present a techno-economic analysis of the three DH scenarios and the key findings are summarised below:

- Scenarios 1 and 2 present a good opportunity for utilising heat from the RRRF to serve the Peabody Thamesmead housing and nearby developments since both scenarios are found to generate IRRs that would be attractive to private sector Energy Service Companies (ESCOs);
- Scenario 3a DH network route into Erith presents a good opportunity for utilising heat from the RRRF, although at a lower heat sale price, it is at the borderline of being attractive to a private sector ESCo; and
- Scenario 3b does not present high enough Internal Rate of Return (IRR) to attract private investment from an ESCo. However, the IRRs reach 7% at the mid-range heat and electricity sale prices so there may be opportunity for a network with a larger proportion of public sector funding and involvement.

A.4.34. The study identifies an opportunity for the RRRF to supply heat to the Peabody Thamesmead housing estate, Belvedere Growth Area and Yarnton Way employment land developments as part of a new district heat network. The study recommends that Bexley pursue scenario's 1 and 2 and identifies potential for a connection across the Thames upon construction of a new crossing.

### **Bexley Growth Strategy (2017)**

A.4.35. The Bexley Growth Strategy was adopted in 2017, it details the Council's proposals to manage housing and economic growth, and associated supporting infrastructure. The strategy is not a planning policy document; however, the document is intended to underpin future planning policy and should inform development and investment decisions in the borough.

A.4.36. The document highlights the ambitions for economic development in Bexley:

- Economic Ambition 1 – Use growth to secure economic development;
- Economic Ambition 2 – Create a broader, more resilient and higher quality economic base;
- Economic Ambition 3 - Make Bexley a thriving and ambitious place of opportunity through education and employment; and
- Economic ambition 4 - Enhance Bexley's image.

A.4.37. The vision for the growth area of Belvedere includes the provision of 8,000 new homes and 3,500 new jobs, made possible by changes in connectivity and infrastructure provision.

A.4.38. The document recognises that the delivery of growth is dependent on the close coordination of highway and utility planning. The Council will therefore seek to facilitate the coordinated delivery of utilities services under the highway.

A.4.39. The document also states that the Council will seek to use modern technology to identify cost effective utility solutions such as utilising existing heat sources (including the RRRF) to supply market competitive, low carbon energy to new developments and existing properties.

### Dartford Borough Council Local Plan Designations

A.4.40. The Dartford Policies Map, adopted in 2017, identifies several designations on or around the Application Site. The Application Site is within a ‘Biodiversity Opportunity Area’ (Policy CS14/Policy DP26) ‘Borough Open Space’ (Policy CS14/Policy DP24), and an ‘Air Quality Management Zone’ (Policy DP5).

A.4.41. The following designations also border the Application Site: ‘Employment Area’ (Policy CS7/Policy DP20), ‘Local Wildlife Site’ (Policy CS14/Policy DP25) and ‘Nature Improvement Area’ (Policy CS14/Policy DP25). The relevant Dartford Core Strategy policies are summarised in **Table A4.6** and **Table A4.7** provides a summary of the relevant Dartford Development Policies Plan policies.

### Dartford Core Strategy (2011)

A.4.42. The Dartford Core Strategy was adopted in 2011. The document sets out the Borough’s future needs in terms of housing, transport, growth, and the environment. The core principles drive the decision making within the borough. **Table A4.6** lists the policies that may be relevant.

Table A4.6 Dartford Core Strategy relevant policies

Theme	Policy
Thames-side	<p>CS1 – Spatial Pattern of Development</p> <p>The Thames Waterfront has been identified as one of three priority areas for sustainable development, through redevelopment of sites no longer required for their former uses.</p>
	<p>CS6 – Thames Waterfront</p> <p>The Council will promote the creation of a vibrant mixed-use riverfront, incorporating new employment opportunities and the use of the river for sustainable transport. All new developments will be expected to incorporate a riverside foot and cycle path linking with the long-distance Thames Estuary Path as well as protecting areas of biodiversity value. Furthermore, all new developments must demonstrate through a Travel Plan, adequate traffic management measures to address capacity issues.</p>
Transport	<p>CS16 – Transport Investment</p> <p>The Council will:</p> <p>Seek an appropriate level of contributions from development, either financially or in kind, to fund the infrastructure required.</p> <p>Off-site transport improvements relating directly to an individual development, including site access and local junction and road improvements will be required through S106 and S278 agreements in addition to any pooled payments towards the Strategic Transport Infrastructure programme.</p>
Sustainability and the Environment	<p>CS14 – Green Space</p> <p>New developments must contribute to the green grid network. Requiring new development to contribute to the green grid network as follows:</p>

Theme	Policy
	<ul style="list-style-type: none"> <li>– Sites of 20 ha and over: at least 30% of the site area;</li> <li>– Sites of between 20ha and 2ha: at least 20% of the site area; and</li> <li>– Sites of less than 2ha will be considered on a site by site basis.</li> </ul> <p>Where on-site open space is not appropriate or feasible, contributions may be sought for off-site improvements of open space in the vicinity of the site.</p> <p>The Council will protect and enhance existing open spaces, including locally important sites, areas of nature conservation, SSSIs, and local wildlife sites.</p> <hr/> <p><b>CS23 – Minimising Carbon Emissions</b></p> <p>To minimise carbon emissions through energy efficiency and the use of renewable energy, the Council will:</p> <ul style="list-style-type: none"> <li>– Require all new developments to demonstrate that reductions in energy use through design and layout has been explored and applied.</li> <li>– New non-residential development over 1,000sqm must meet BREEAM ‘excellent’.</li> <li>– Work in partnership to establish an enabling body to facilitate a local network generating and distributing decentralised energy, to maximise the opportunities for low/zero carbon generation.</li> </ul> <hr/> <p><b>CS24 – Flood Risk</b></p> <p>To manage and mitigate flood risk, the Council will:</p> <ul style="list-style-type: none"> <li>– Ensure that sites in Flood Zone 2 and 3a, shown to be acceptable for development following application of the Sequential Test and that the Exception Test can be passed, and that residual risk is managed through a Flood Risk Assessment (FRA) and an appropriate Flood Plan;</li> <li>– Require the SUDS ‘management train’ to be applied, as appropriate, in all new development; and</li> <li>– Identify and implement a green infrastructure network through the safeguarding of existing areas of open space and a requirement for generous provision of green space and water bodies in new development.</li> </ul> <hr/> <p><b>CS25 – Water Management</b></p> <p>The Council will manage the supply and quality of water and waste water treatment by:</p> <ul style="list-style-type: none"> <li>– Working with the water utility providers and monitor development to ensure that new development does not outstrip the water supply and waste water treatment capacity; and</li> <li>– Requiring all non-residential developments of 1,000sqm and above to meet the BREEAM ‘excellent’ standards of water efficiency.</li> </ul>

## Dartford Development Policies Plan (2017)

A.4.43. The Dartford Development Policies Plan was adopted in 2017 and forms the second part of the Dartford Local Plan. The plan sets out the main planning policies that will be used to assess planning applications. **Table A4.7** lists the policies that may have a bearing on REP.

Table A4.7 Dartford Development Policies Plan relevant policies

Theme	Policy
Transport	<p>DP3 – Transport impacts of development</p> <p>Development will only be permitted where it is appropriately located and makes suitable provision to minimise and manage the arising transport impacts.</p> <p>Development will not be permitted where the localised residual impacts result in severe impacts on one or more of the following:</p> <ul style="list-style-type: none"> <li>– Road traffic congestion and air quality;</li> <li>– Safety of pedestrians, cyclists and other road-users; and</li> <li>– Excessive pressure for on-street parking.</li> </ul>
Sustainability and the Environment	<p>DP5 – Environmental and Amenity Protection</p> <p>Development will only be permitted where it does not result in unacceptable material impacts, individually or cumulatively, on neighbouring uses, the boroughs environment or public health. This includes noise disturbance or vibration; odour; light pollution; ground contamination; air and water quality; and intensity of use.</p> <p>Developments should not materially impede the continuation of existing use.</p> <p>Planning applications on or in the immediate vicinity of landfill sites must be accompanied by a full technical analysis of the site and its surroundings. Analysis must show that landfill gas will not be a hazard and that development will not cause adverse impacts on groundwater.</p>
	<p>DP11 – Sustainable technology and construction</p> <p>Development should be well located, innovatively and sensitively designed and constructed to tackle climate change, minimise flood risk and natural resource use and must aim to increase water efficiency.</p> <p>In determining applications for small and large-scale low/ zero carbon technology and installations, the economic and environmental benefits of the proposal will be weighed against the individual and cumulative impact of the development. Development will only be permitted in line with national policy and where the following factors have been satisfactorily taken into consideration:</p> <ul style="list-style-type: none"> <li>– Character, and visual and residential amenity;</li> <li>– Landscape, topography, and heritage;</li> <li>– Shadow flicker and glare (if relevant);</li> <li>– Electronic and telecommunication interference/ navigation and aviation issues (if relevant);</li> <li>– Quality of agricultural land taken (where applicable);</li> </ul>

Theme	Policy
	<ul style="list-style-type: none"> <li>– Ensuring installations are removed when no longer in use and land is then restored;</li> <li>– Potential effects on Policies Map designations/ protected sites or areas in the Borough including Green Belt, heritage assets, and SSSIs/ areas of high biodiversity value; and</li> <li>– Potentially significant water supply, flooding or wastewater implications.</li> </ul> <p>DP23 – Protected local green space                      Development of protected local green space will not be permitted unless very special circumstances apply considering national policy and green belt policy.</p> <p>DP24 – Open space                      Development on playing fields, sports pitches, and land shown on the policies map will not be permitted unless it is demonstrated that one of the following criteria is satisfied:</p> <ul style="list-style-type: none"> <li>– Where the sports/open/green space will be retained in its current quality, with development limited to a small proportion;</li> <li>– Where development will result in a significant loss in the quantity of open space or loss of sports pitches, replacement provision will be delivered within accessible walking distance of the site; and</li> <li>– Development of non-designated space will only be permitted where a convincing case is made in justification.</li> </ul> <p>DP25 – Nature conservation and enhancement                      Development on the hierarchy of designated sites, featuring nationally recognised and locally protected sites, shown on the Policies Map will not be permitted. Development located within close proximity to designated sites, or with likely effects on them, should demonstrate that the proposal will not adversely impact on the features of the site that define its value or ecological pathways to the site.                      Furthermore, proposals should seek to avoid any significant adverse impact on existing biodiversity features. Any potential loss or adverse impact must be mitigated.                      Developments will be expected to preserve and, wherever possible, enhance existing habitats and ecological quality, including those of water bodies, particularly where located in Biodiversity Opportunity Areas.                      In all development proposals, existing trees should be retained wherever possible. If retention is demonstrated not to be feasible, replacement provision should be of an appropriate tree species and maturity and/ or canopy cover considering the tree that is being replaced and the location.</p>
Economy	<p>DP20 – Identified employment areas                      Development for B-class and industrial sui generis uses will be permitted at these locations where industrial development provides for the compatible operation of different activities within the employment area. Redevelopment will be permitted only where it is clearly shown that significant overriding local economic and job benefits will be achieved.</p>

Theme	Policy
	<p>Proposals must be acceptable regarding hours of operation, traffic, noise, fumes, smell, dust, paint or other chemical over-spray, vibration, glare or light spill, electronic interference, or other harmful or nuisance creating material impacts on neighbours or environmental assets.</p>
Heritage	<p>DP13 – Designated Heritage assets</p> <p>A heritage statement should establish the significance of the heritage asset to enable the assessment the impact of a development proposal. Any harm or loss will require clear and convincing justification.</p> <p>In determining planning applications, the LPA will pay close regard to:</p> <ul style="list-style-type: none"> <li>– The significance of the heritage asset;</li> <li>– The desirability of maintaining and, where possible, enhancing significance; and</li> <li>– The desirability of ensuring viable uses are found for heritage assets, consistent with their conservation.</li> </ul> <p>Where a proposal will lead to substantial harm or total loss of significance, permission will be refused unless it can be clearly demonstrated that the development is necessary for substantial public benefits to be achieved that will outweigh the harm or loss.</p> <p>Where a proposal will lead to less than substantial harm, this will be weighed against the public benefits of the proposal.</p>

### Kent Minerals and Waste Local Plan 2013-30 (2016)

A.4.44. The Kent Minerals and Waste Local Plan was adopted in 2016. The plan sets out the strategic objectives for the County of Kent’s minerals and waste, and development management policies that the County Council will consider when assessing the planning applications for the period from 2013-2030.

A.4.45. The strategic objectives of the plan for waste include the following:

- *“Promote the management of waste close to the source of production in a sustainable manner”* and
- *“Use waste as a resource to provide opportunities for the generation of renewable energy for use within Kent through energy from waste and technologies such as gasification and aerobic/anaerobic digestion”*

A.4.46. **Table A4.8** sets out the policies that may be relevant:

Table A4.8 Kent Minerals and Waste Local Plan relevant policies

Theme	Policy
Development Management Policies	<p><b>CSW1 – Sustainable development</b></p> <p>The Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework, National Planning Policy for Waste and the Waste Management Plan for England.</p> <p>Waste development that accords with the development plan should be approved without delay, unless material considerations indicate otherwise.</p>
	<p><b>DM1 – Sustainable Development</b></p> <p>Proposals for minerals and waste development will be required to demonstrate that they have been designed to:</p> <ul style="list-style-type: none"> <li>– Minimise greenhouse gas emissions and other emissions;</li> <li>– Minimise energy and water consumption and incorporate measures for water recycling and renewable energy technology and design in new facilities where possible;</li> <li>– Maximise the re-use or recycling of materials;</li> <li>– Utilise sustainable drainage systems wherever practicable;</li> <li>– Protect and enhance the character and quality of the site's setting and its biodiversity interests or mitigate and if necessary compensating for any predicted loss; and</li> <li>– Minimise the loss of Best and Most Versatile Agricultural Land.</li> </ul>
	<p><b>DM2 – Environmental and landscape sites of international, national and local importance</b></p> <p>Proposals for minerals and/or waste development will be required to ensure that there is no unacceptable adverse impact on the integrity, character, appearance and function, biodiversity interests, or geological interests of sites of international, national and local importance. This includes local sites (local nature reserves), national sites (Area of Outstanding Natural Beauty (AONB) and international sites (Special Areas of Conservation and Special Protection Areas).</p>
	<p><b>DM7 – Safeguarding mineral resources</b></p> <p>Planning permission will only be granted for non-mineral development that is incompatible with minerals safeguarding, where it can be demonstrated that either:</p> <ul style="list-style-type: none"> <li>– The mineral is not of economic value or does not exist; or</li> <li>– that extraction of the mineral would not be viable or practicable; or</li> <li>– The mineral can be extracted satisfactorily, having regard to Policy DM9, prior to the non-minerals development taking place without adversely affecting the viability or deliverability of the non-minerals development; or</li> </ul>

Theme	Policy
	<ul style="list-style-type: none"> <li>– The incompatible development is of a temporary nature that can be completed and the site returned to a condition that does not prevent mineral extraction within the timescale that the mineral is likely to be needed; or</li> <li>– Material considerations indicate that the need for the development overrides the presumption for mineral safeguarding such that sterilisation of the mineral can be permitted following the exploration of opportunities for prior extraction; or</li> <li>– It constitutes development that is exempt from mineral safeguarding policy, namely householder applications, infill development of a minor nature in existing built up areas, advertisement applications, reserved matters applications, minor extensions and changes of use of buildings, minor works, non-material amendments to current planning permissions; or</li> <li>– It constitutes development on a site allocated in the adopted development plan.</li> </ul>
	<p>DM8 – Safeguarding minerals management, transportation production &amp; waste management facilities</p> <p>Planning permission will only be granted for development that is incompatible with safeguarded minerals management, transportation or waste management facilities, where it is demonstrated that either:</p> <ul style="list-style-type: none"> <li>– It constitutes development of the following nature: advertisement applications; reserved matters applications; Minor extensions and changes of use and buildings; minor works; and non-material amendments to current planning permissions; or</li> <li>– It constitutes development on the site that has been allocated in the adopted development plan; or</li> <li>– Replacement capacity, of the similar type, is available at a suitable alternative site, which is at least equivalent or better than to that offered by the facility that it is replacing; or</li> <li>– It is for a temporary period and will not compromise its potential in the future for minerals transportation; or</li> <li>– The facility is not viable or capable of being made viable; or</li> <li>– Material considerations indicate that the need for development overrides the presumption for safeguarding; or</li> <li>– It has been demonstrated that the capacity of the facility to be lost is not required.</li> </ul>
	<p>DM9 – Prior extraction of minerals in advance of surface development</p> <p>Planning permission for, or incorporating, mineral extraction in advance of development will be granted where the resources would otherwise be permanently sterilised provided that:</p> <ul style="list-style-type: none"> <li>– The mineral extraction operations are only for a temporary period; and,</li> <li>– The proposal will not cause unacceptable adverse impacts to the environment or communities.</li> </ul>

Theme	Policy
	<p><b>DM20 – Ancillary Development</b>                      Proposals for ancillary development within or in close proximity to mineral and waste development will be granted providing:</p> <ul style="list-style-type: none"> <li>– The proposal is necessary to enable the main development to proceed; and,</li> <li>– It has been demonstrated that there are environmental benefits in providing a close link with the existing site that outweigh the environmental impacts.</li> </ul>
	<p><b>DM21 – Incidental mineral extraction</b>                      Planning permission for mineral extraction that forms a subordinate and ancillary element of other development will be granted provided that operations are only for a temporary period.</p>
Delivery Strategy for Minerals	<p><b>CSM5 – Land-won Mineral Safeguarding</b>                      Economic mineral resources are safeguarded from being unnecessarily sterilised by other development by the following allocations:</p> <ul style="list-style-type: none"> <li>– Mineral Safeguarding Areas for the areas of brickearth, sharp sand and gravel, soft sand, ragstone and building stone;</li> <li>– Mineral Consultation areas which cover the same area as the minerals safeguarding areas; and</li> <li>– Sites for mineral working within the plan period in the Mineral Sites Plan.</li> </ul>
	<p><b>CSM6 – Safeguarded wharves and rail depots</b>                      Planning permission will not be granted for non-minerals development that may unacceptably adversely affect the operation of existing, planned or potential sites, such that their capacity or viability for minerals transportation purposes may be compromised.</p>
	<p><b>CSM8 – Secondary and recycled aggregates</b>                      The Council will ensure the processing capacity is maintained to allow the production of at least 2.7 million tonnes per annum of secondary and recycled aggregates.                      Proposals for additional capacity for secondary and recycled aggregate production including those relating to the expansion of capacity at existing facilities that increases the segregation and end product range/quality achieved, will be granted planning permission if they are well located in relation to the source of input materials or need for output materials, and at the following sites:</p> <ul style="list-style-type: none"> <li>– Temporary demolition, construction, land reclamation and regeneration projects and highways developments where materials are either generated or to be used in the project or both for the duration of the project;</li> <li>– Appropriate mineral operations (including wharves and rail depots) for the duration of the host site permission;</li> <li>– Appropriate waste management operations for the duration of the host site permission</li> </ul>

Theme	Policy
	<ul style="list-style-type: none"> <li>– Industrial estates, where the proposals are compatible with other policies; and,</li> <li>– Any other site that meets the requirements cited in the second paragraph of this policy above.</li> </ul>
	<p><b>CSW2 – Waste Hierarchy</b></p> <p>To deliver sustainable waste management solutions for Kent, proposals for waste management must demonstrate how the proposal will help drive waste to ascend the Waste Hierarchy whenever possible.</p>
	<p><b>CSW3 – Waste reduction</b></p> <p>All new development should minimise the production of construction, demolition and excavation waste and manage any waste in accordance with the objectives of Policy CSW 2.</p> <p>New development should include detailed consideration of waste arising from the occupation of the development including consideration of how waste will be stored, collected and managed.</p>
	<p><b>CSW4 – Strategy for waste management capacity</b></p> <p>The Strategy for waste management capacity in Kent is to provide sufficient waste management capacity to manage the equivalent of waste arising in Kent plus some residual non-hazardous waste from London.</p>

### **Kent Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031**

A.4.47. The Kent Local Transport Plan 4: Delivering Growth with Gridlock was adopted in 2016, and sets out the strategy for transport priorities across Kent, and details of the transport investment required to support the growth.

A.4.48. The Kent Local Transport Plan (LTP) sets out the strategic transport priorities across the county. The relevant priorities are as follows:

- New Lower Thames Crossing – a new lower Thames crossing located to the east of Dartford and Gravesend is required to alleviate pressure on the Dartford Crossing and unlock opportunities for development. Capacity on the Dartford Crossing is overloaded for large periods of the day and it is extremely vulnerable to incidents.

A.4.49. The LTP proposes the following transport improvement measures within the vicinity of the Application Site:

- Improvements/new bridge at A282 Junction 1a;
- Pedestrian/cycle bridge over River Darent at the Northern Gateway Strategic site; and
- Measures to address the impacts of Dartford Crossing traffic on the local road network - the A282 (Dartford Crossing) suffers from congestion at peak times and during traffic incidents.

## **A.4.6. Emerging Local Planning Policy & Guidance**

### **Draft Bexley Local Plan**

A.4.50. The LBB is preparing a new local plan which will set out the policies to guide development across the borough up till 2040. The draft timetable for the adoption of the new local plan is outlined in the Bexley Local Development Scheme (2017-2020) as below:

- August - September 2018: consultation on preferred policies (the 'Regulation 18 consultation');
- May - June 2019: consultation on the proposed submission draft local plan (the 'Regulation 19 consultation');
- December 2019: Submission to the Secretary of State for examination; and
- July 2020: adoption following receipt of Inspector's Report.

### **Draft Dartford Borough Council Local Plan**

A.4.51. DBC is in the process of preparing a new local plan. The Council aims to undertake a strategic issues consultation in June 2018 which will include questions on the future strategy for long-term infrastructure and planning needs.