

APPENDIX F: SUITABILITY OF SITES WITHOUT PLANNING CONSENT

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
3	Ingress Park (balance)	27	Site partially in Flood Zone 3A,	Not currently within 800m of transport or local facilities.	Adjoins area of natural green space	None Identified	Site design can mitigate against flood risk and impacts on adjoining green space. Likely to meet requirements of Exception test. Fastrack service through site to be provided as part of development to provide public transport accessibility.	Yes - site design likely to mitigate against flood risk
8	Greenwood	0.7	Potential highways issues onto Junction 1B and onto Princes Road.	No local facilities (other than sports club) within 800m although nearby public transport provides good access to the town centre	Limited potential loss of wooded boundary onto roads adjoining site	None Identified	Potential to mitigate highways issues through design. Proximity to Fastrack services will enable lower levels of traffic generation. Site design could mitigate against environmental impact of loss of wooded area	Yes - suitable

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
32	Lowfield Street	5.4	Potential Highway capacity issues, some land within Flood Zone 3A	Located in town centre and close to bus, rail and retail facilities and other community uses.	Northern part of the site lies within conservation area, contains and is close to some listed buildings and fronts Central Park on it's eastern flank	EIA suggests negligible impact of/ on AQMA	Highways capacity issues can be addressed through demand and traffic management measures. Impacts on the conservation area, listed buildings and Central Park can be mitigated . Likely to meet requirements of Exception test.	Yes large brownfield (partly vacant) site
33	NG West	7.2	Contains operational gas holder (HSE Land use consultation zone). Possible land contamination, within flood zone 3A and limited opportunities for safe evacuation routes	Within 800m of station, public transport and just over 800m to town centre facilities	Potential impact on listed pub and listed wall. Potential loss of established employment area.	Shadowing of railway walls and potential noise/vibration affecting the southern part of the site. Southern part of site also falls within TC AQMA	Likely to be difficult to overcome lack of flood evacuation routes, Design to address current immovable constraints may impact on viability.	No - flood risk issues and HSE consultation zones unlikely to be mitigated.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
34	Northern Gateway East (GSK)	14	Potential highways capacity issues. Steeply sloping site. Possible land contamination. Limited area at north site gassing. HSE land use consultation zone currently covering site.	Southern half of the site within 800m of railway Dartford Town Centre and bus stops. Majority of site within 800m distance of local facilities.	None Identified	None identified	Highways capacity issues may be addressed through demand and traffic management measures. Potential to provide Fastrack/enhance public transport in area which will enable reduced car trip rates. Slope of site can be addressed through scheme design. Gassing land would be suitable for public open space. Potential to remove HSE consultation zone due to current employment use ceasing at GSK north site in the future. Site contamination can be mitigated.	Yes - but capacity may be affected in short term due to HSE land use constraint.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
35	Millpond	3.1	Small portions of the site within Flood Zone 3A. May be some ground contamination due to previous uses. Potential highways capacity constraints.	Within 400m of station and 800m of town centre - retail, supporting facilities and public transport..	None Identified	Town Centre AQMA covers small part of site to the west	Site suitable for mixed use development enabling scheme design to mitigate flood risk and AQMA impacts to residential uses. Highways capacity issues may be addressed through demand and traffic management measures. Potential to provide Fastrack/enhance public transport in area which will enable reduced car trip rates. Land contamination can be mitigated	Yes - Constraints can be mitigated through design
36	Station Approach	1.3	Small portion of site in north west corner identified for Crossrail safeguarding. Topography -high level mound area causes physical separation from town and railway line creates physical barrier to areas to the north.	Excellent access potential - station and bus interchange within 200m. Town centre facilities within 800m. Current School facilities are over 800m	None Identified	Within town centre AQMA. Close proximity to busy station and railway line used for passenger and freight movement - potential noise and vibration issues	Potential for mitigation through scheme design	Yes - limited constraints and potential for mitigation through site design.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
37	Overy Street	1.2	Possible contamination from former uses. Flood Zone 2. Potential highways capacity issues.	Excellent accessibility to town centre facilities (within 800m) and public transport	None identified	Located close to town centre AQMA	Potential to mitigate to minimise car movement and additional impact on AQMA through improved accessibility to public transport and town centre. Likely to meet requirements of Exception test. Mitigation measures to deal with any contaminated land highly likely.	Yes - Constraints likely to be mitigated.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
40	Swanscombe Peninsula West	159	<p>Within area identified as housing allocation in LP. New highways infrastructure to serve the site. Potential highways capacity issues. Large parts of site are land filled and have potential land contamination issues. Large area of marsh land. Majority of site situated in Flood Zone 3a. Likely other constraints regarding ground conditions - stabilisation. Subsoil etc. Cliff face forms the majority of the southern site boundary. High Speed 1 rail line traverses site at ground level and in tunnel. Over head power lines on site. Northern end of peninsula constrained by Port of London Authorities requirements for sightlines and communication channels.</p>	<p>Not within 800m of public transport or local facilities at present.</p>	<p>Some open land with trees, vegetation and drainage ditches. Black Duck Marsh identified area of conservation interest - high value biodiversity habitats. Small area of potential archaeological interest at southern edge of site.</p>	<p>Potential noise issues arising from existing employment uses to the east of the site. Noise and vibration from High Speed 1?</p>	<p>Potential scale of site together with other nearby potential development sites may support provision of new access nodes, mitigation of highways capacity constraints and supporting community infrastructure. Potential to meet requirements of flood risk sequential assessment and exceptions test. Ground conditions assessments will be required and potential requirements for land raising/compacting to remediate current ground conditions may take over 10 years before development can take place. .Scheme design likely to mitigate impacts on area of conservation value and amenity issues.</p>	<p>Yes -parts of the site are suitable for residential development. May be dependent on development at other nearby sites to ensure provision of required infrastructure. Flood risk and current ground conditions would have to be addressed. May not be possible to overcome some of site constraints, such as PLA restrictions. This will limit site capacity.</p>

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
41	Thames Europort	19	Junction capacity at nearby Dartford Tunnel Approach(1a) likely to be an issue. Within flood zone 3a. Possible contamination due to previous landfill.	Within 400m of Fastrack services and train station. Limited local facilities nearby.	None Identified	Employment uses (mainly warehouse and office) adjacent to the site.	Mitigation possible. Likely to meet requirements of Exception test. Potential for highway improvements to address junction 1a capacity need further considerations.	Yes - mitigation of constraints likely.
46	Stone House Hospital	6	Potential contamination issues. Potential migration impacts of landfill sites close by.	Site is within 800m of frequent bus route, some local facilities and schools.	Former hospital building grade 2 listed. Various TPOs on site	Small part of site to the southern boundary within AQMA	Mitigation of constraint and impact issues through site preparation and scheme design.	Yes -brownfield site. Mitigation of site constraints likely.
47	Dartford Technology College Campus	2						Planning Commitment

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
48	St James Lane Pit (Stone Pit 2)	21	Highways capacity issues. Site levels currently impact on access/integration with adjacent uses due to steep cliff sides. Overhead power lines traverse the site. Former landfill site adjacent to northern boundary - potential gas migration Potential issues regarding ground conditions and stabilisation after completion of development platform	Within 800m of bus services and limited local facilities	Potential archaeological interest to the south boundary adjoining Watling St	Northern boundary of the site falls within a AQMA	Current planning application is being progressed to address mitigation requirements.	Yes - remediation and mitigation measures are being identified as part of proposed scheme.
50	Tylers House, Dartford	0.7	None identified	Within 800m of public transport and local facilities	None identified	Eastern part of site is within Tunnel Approach AQMA	Unlikely to mitigate air quality issues to the east of the site.	Part suitable. Eastern parcel not suitable for residential development due to poor air quality
72	Stone Pits 9 & 9a	13	Former landfill - gassing site. Situated on a major aquifer. Land settlement issues	Within 800m of bus services. Some local facilities nearby	Site is open grazing land.	Northern boundary of site within AQMA	Suitable mitigation measure to address gassing and ground stabilisation, are unlikely in the plan period	No - unlikely to mitigate constraints in plan period.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
73	Leigh City College	2.7	Part of site sloping. Junction capacity at 1b of M25	Within 800m of Fastrack and some local services	None Identified	Eastern part of site within AQMA and site studies have identified further air quality issues covering the rest of the site	Air quality issues are unlikely to be resolved to satisfy requirements for residential development.	Not Suitable
75	Leyton House, Wilmington	1	None Identified	Not within 800m of local facilities. Within 800m of medium frequency bus service	Adjoins open Green Belt land to the north although set in a low density residential area. Some TPOs on site	None Identified		Yes - suitable is a brownfield site although has limited accessibility to local facilities and public transport
76	Fleet Down School (part)	0.5	None Identified	Within 800m of bus services and local facilities	Site is currently open grassed area and lies adjacent to Green Belt . Has open views to the south of the site but is set in established residential area	None Identified	Impact on adjacent open landscape could be mitigated through design	Yes - no significant constraints identified

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
80	Former Arjo Wiggins Site	1.3	Site within inner and outer HSE consultation zone which will severely restrict capacity for residential development. Within Flood zone 3a	Located within 800m of station and some local facilities. Dartford Town centre within 1km.	None Identified	None Identified	Mitigation unlikely until HSE consultation zone removed - likely from 2013 onwards. Likely to meet requirements of Exception test. Potential to meet requirements of sequential assessment and exceptions test. Potential to enhance access to bus and local services as part of comprehensive re-development at Northern Gateway.	Yes - will be suitable in the medium to long term providing HSE land use consultation zone is removed.
85	Police Station - Instone Road	0.5	Potential highway capacity issues.	Within 800m of town centre facilities, bus and rail services	None Identified	None Identified	Highways issues can be addressed through demand and traffic management measures.	Yes - suitable

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
87	Stone Lodge	32	Land identified for recreational leisure in LP. Strategic highways capacity. Main oil pipe runs north to south across site. Power lines also cross site north - south, Gassing landfill sites adjacent to the east and north-west - possible migration issues. Some areas of the site have significant gradient.	Majority of site within 800m of bus service. Southern part of site just over 800m to train station. Limited local facilities nearby.	Development would impact on existing open landscape.	Northern boundary within AQMA	Development capacity of the site could enable supporting highways and community infrastructure. Potential for scheme design to mitigate other constraints or partial development of site to avoid the constraints.	Yes although constraints and potential impacts will limit the capacity of the site.
88	St Clements Valley	18	Highways capacity. East - west sloping. Pond covers part of the site. Possible gas migration from nearby landfill sites. Overhead power line on the southern edge of the site	Within 800m of railway station and bus services, supermarket and other local facilities.	Technically in the Green Belt but Kent Structure Plan identified removal from this allocation together with Ebbsfleet. Site provides a "green" strip between Bean Road and residential development to the west and any development would have a visual impact on the existing landscape.	North part of the site is within London Rd AQMA	Sympathetic development on part of the site that is well related to built environment to the west and north would reduce impact on green landscape. Highway Capacity constraints can be overcome through Strategic Transport Infrastructure Programme.	Yes - although constraints and potential impacts will limit the capacity of the site

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
89	47 -53 High St, Dartford	0.1	Flood Zone 3a	Within town centre - excellent access to public transport and local facilities	Identified as having potential archaeological interest. Listed building adjacent to site.	Large portion of site within AQMA.	Potential to mitigate constraints through design of scheme. Likely to meet requirements of Exception test.	Yes - potential constraints and impacts can be overcome.
90	Arjo Wiggins Paper Mill	4.2	Site within inner and middle HSE consultation zone which currently restricts capacity for residential development. Part of site within Flood zone 3a. Potential contamination due to former uses.	Located within 800m of some local facilities but not to public transport services.	None Identified	None Identified	Mitigation unlikely until HSE consultation zone removed - likely from 2013 onwards. Likely to meet requirements of Exception test. Potential to enhance access to bus and local services as part of comprehensive re-development at Northern Gateway.	Yes, from 2013 onwards.
92	Elmstone, Betsham	0.8	None identified	Limited access to local facilities in village. Medium frequency bus service in close proximity.	Located within the Green Belt on the edge of a village settlement. Would form encroachment into Green Belt and potential visual impact on open landscape to the south of existing village.	None Identified	None Identified	Provisionally yes but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
106	Land nr South View/Orchard Way/Rowhill School	1.3	None Identified	Within 800m of bus services and limited local facilities	Site within Green Belt on the edge of Wilmington village surrounds. Currently open land with trees. Would form encroachment into Green belt.	None Identified		Provisionally yes but see Appendix G.
108	part of North End Farm (2 sites)	1.5	None identified	Within 800m of pub and low frequency bus service	Site within Green Belt on existing farm complex used for agricultural and food processing/packaging - potential loss of employment. Site is separated from main village settlement and all adjoining land is in agricultural use. Development has the potential to lead to increased coalescence with Betsham and to the openness of surrounding Green Belt land.	None Identified		Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
110	Dartford Marshes	90	Highways capacity issues. Marshy ground conditions and within Flood zone 3a with limited opportunity for safe evacuation routes.	Not within 800m of public transport or local services at present	Would form an encroachment into Green Belt with a significant impact on current openness of marshland in Dartford and adjoining Bexley Borough. Could lead to increased potential for coalescence between Dartford built environment and Slade Green in Bexley. Site is designated site of nature conservation interest and with future potential to be designated as SSSI. High biodiversity and habitat value.	None identified	Unlikely due to the number of major constraints on the site	No - not suitable
111	Land frontage at St Mary's Road, Stone	0.5	Allocated for employment use in LP. Within Flood Zone 3a.	Within 400m of Fastrack and train station. Other supporting facilities including large convenience store within 1 km.	None Identified	None Identified	Likely to meet requirements of Exception test.	Yes - main constraints are mitigatable. The accessibility to public transport is good although access to local supporting facilities are poor.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
113	Mabledon Hospital	0.9	Is identified as a "major developed site" within the Green Belt and identified for development for hospital, institutional or recreational purposes in Local Plan. . Likely issues regarding access from road network onto the site and highways capacity	Parts of developable footprint within 800m of bus service and local services although separated from the nearby settlement at Lane End and would require improved access.	In Green Belt. Site is open and wooded land together with adjacent areas to the east and west. The nature conservation value of the site has greatly increased after the removal of the former hospital buildings resulting in significant habitat and vegetation value. Development of the site would increase potential for coalescence between Land End and urban development to the north of the A2 and would result in a significant encroachment into the Green Belt impacting the openness of the current landscape.	The north boundary of the site is adjacent to the A2 trunk road and there are likely to be issues of air quality and noise.	Limited scope to mitigate significant issues regarding separation, loss of biodiversity habitats and impact on the openness of the Green Belt and development of "free-standing" housing. Other constraints can be mitigated.	Provisionally yes, for development within building footprint. But see Appendix G.
114	NG East (RBT)	2.9	Potential land contamination. Flood risk zone 2. Currently partly within HSE consultation zone (middle and outer)	Within 800m of railway station and bus services. Town centre is within and just over 800m walking distance	None identified	None identified	HSE consultation zone likely to be removed from 2013. Likely to meet requirements of Exceptions test.	Yes - suitable but capacity on part of site may be reduced prior to 2013.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
127	Blackshole Farm	1.5	None identified.	Within 800m of Fastrack. Within 1km of local facilities on the Fleet Estate.	Located within the Green Belt adjoining urban development to the west and north. Land to the east and south is Green Belt and partly open landscape, partly containing Darent Park Hospital. Development of the site would form an encroachment into the Green Belt land adjacent to the major urban corridors to the south of the A2 and would lead to increased potential for coalescence between settlements to the south and the main urban areas in the borough. Location has potential for archaeological remains.	Overhead power lines close to the eastern boundary of the site	Archaeological survey of site would be required. Potential to mitigate impacts of development through design.	Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
281	Greenhithe Car Park (Steele Ave)	0.6	Potential issues with gas migration from nearby gassing landfill site. Northern part of site within Flood zone 3a. Southern part of the site required for future highways/junction improvement	Within 800m of bus services, train station. And a number of local facilities.	None Identified.	Approximately one third of southern site within AQMA	Potential to mitigate although southern part of site likely to be constrained due to AQMA and junction improvements. Likely to meet requirements of Exceptions test.	Yes - part of site suitable but capacity likely to be constrained.
282	Former Biffa Landfill at London Rd, Greenhithe	8	Highways capacity issues. Former landfill and gassing site. Some undulation of land	Majority of site within 800m of train station, bus services and a number of local services. Other local services are fairly close	Would impact on the current openness of the area. Identified as a archaeological site	Northern boundary of the site is within AQMA	Potential to mitigate some of the on-site constraints through design measures and through ground survey. Suitable mitigation measures for gassing are unlikely in the plan period.	No - not available during plan period
284	Empire Sports Ground	2.5	Potential access issues onto local highway due to significant steep gradient from Knockhall Rd onto the site	Within 800m of local bus services and some local facilities - but steep gradient out of site is likely to be a barrier to pedestrian and cyclists	Although site isolated due to gradient change is adjacent to public open space and is used as an extension by the public for walking, games etc.	None identified	Gradient is a significant constraint - mitigation may be possible to reduce isolation from the surrounding residential area	Yes - potential to be suitable although steep gradient acts as a significant constraint

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
287	Hollands Farm, Hawley Road	0.4	None Identified	Within 800m of bus service although not close to local services	Located within the Green Belt although site is developed land with a variety of former farm buildings. Development would increase potential for coalescence between Wilmington and Hawley.	Potential traffic noise and air quality issues to the south due to the proximity of the A2 trunk road	Scheme design could mitigate environmental and conservation impacts	Provisionally yes, but see Appendix G.
288	Bean Triangle	14	One way system constrains access to and from the site. Potential issues regarding highways capacity. Overhead power lines run along southern boundary of site.	Not within 800m of public transport or local services	Located within the GB although there is limited on development on the site. Residential development would be likely to impact current openness of site and would form an encroachment into Green Belt. It would lead to an increase potential for coalescence between Bean and new urban development to the North in Ebbsfleet Valley. Potential archaeological interest - strip of land running along northern boundary. Two large areas of the sites covered by TPOs.	SE corner of site located in AQMA. Southern boundary of site is adjacent to A2 trunk road - potential traffic noise and air quality issues	Mitigation of a number of constraints is possible through scheme design, although some issues regarding access and capacity would require further assessment. Addressing these constraints is likely to greatly restrict capacity of site.	Provisionally yes but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
292	Enterprise House, Dartford	0.1	None identified	Located within town centre and good access to public transport and facilities	Within town centre conservation area	Some of the site is within town centre AQMQ	Scheme design to comply with conservation area requirements and to take into account AQMA constraint	Yes - constraints can be mitigated through scheme design
293	Johnsons Wharf	2.8	Within flood zone 3a. Potential highways capacity issues.	Within 800m of public transport and local facilities	None Identified	None Identified	Likely to meet requirements of Exception test. Highways capacity constraints can be overcome through Strategic Transport Infrastructure Programme.	Yes - Site mitigation likely to address flood vulnerability issues

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
295	Land North of Cotton Lane	5.2	Highway constraint issues associated with junction 1a(M25) and other potential development sites. Adjoins gassing site - potential issues of gas migration. SE corner of site has a significant gradient. Substantial parts of the site have Crossrail safeguarding directions which may also impact access. Smart part of site at northern boundary within Flood zone 3a. Overhead power lines and oil pipeline dissect part of site north -south. Part of site identified as having potential archaeological interest.	South part of site is isolated , the N Kent line dissects the north and south parts of the site. Parts of the site are within 800m of railway station and Fastrack although the majority of local facilities are up to 1 km away. The western portion of the site is not within 800m of public transport or local facilities.	Adjoins Stone Lodge - large area of open public space to the south with rising land with views from the southern part of the open space.	Site adjoins North Kent railway line - potential noise and vibration issues	Parts of the site are heavily constrained by Crossrail safeguarding . There are also a number of other constraints but most can be mitigated through scheme site. Access and highways issues will need to be further investigated.	Yes - parts of the site have potential to be suitable. Some constraints may reduce site capacity.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
296	Corner of Walnut Tree Avenue	0.1	None identified	Within 800m of bus services and to limited local facilities.	Area of potential archaeological interest.	Car park is used by current residents and visitors to local facilities. Removal of the car park is likely to cause significant parking issues in the area which already has identified parking problems	Unlikely as there are limited alternative parking options.	Yes - although parking issues will need to be resolved
297	adj. 116 Priory Road	0.1	Within flood zone 3a	Within 800m of train station, bus services and town centre facilities	None Identified	Potential issues of amenity due to overlooking for existing and new residents.	Potential to mitigate amenity issues through design. Likely to meet requirements of Exception test - safe evacuation route may be problematic	Yes - although flood risk assessment requirements will need to be met
298	Livingstone Hospital	0.6	None identified	Within 800m of bus services, local services and town centre facilities	Site is identified as having potential archaeological interest.	Strip of land to the north boundary of the site is within AQMA	Mitigation through site investigation and scheme design likely	Yes
299	Queen Elizabeth's Resource Centre	0.6	No significant constraints identified	Within 800m of bus and limited local services	None Identified	Site is within Tunnel Approach AQMA and is affected by significant traffic noise issues.	Sufficient mitigation against impacts of low air quality and traffic noise unlikely.	No - environmental factors unlikely to be overcome.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
300	Land to the rear of 62-66 Spital St	0.2	Site has no access at present	Located in town centre excellent access to public transport and facilities	Land identified as having potential archaeological interest	None Identified	Site survey will identify extent of archaeological constraint. Legal ownership issues may resolve access constraints (see site availability)	Yes, providing access constraints can be overcome
302	Langworth Close/Orchard Way	1.4	None Identified	Within 800m of bus services and local facilities	Located in the Green Belt adjacent to current village boundary. Landscape consists of mature trees and vegetation. Would form an encroachment into Green Belt land adjacent to village	None Identified	None identified	Provisionally yes, but will require further assessment of potential impacts of encroachment into the Green Belt.
303	Chapter Farm Yard, Southfleet	0.4	None Identified.	Access to limited local facilities in village. Medium frequency bus service.	North part of the site is within Green Belt although land is occupied by farmyard and former agricultural buildings. Development of north part of site would form encroachment into Green Belt on village boundary	None Identified	None Identified	Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
304	Land parcel at Swanscombe Infant School	0.4	None Identified	Within 800m of local services and public transport	None Identified	None Identified		Yes - infill site within existing residential area
305	Land parcel at Knockhall Community Primary School	0.5	None Identified	Within 800m of bus services and some local facilities	Currently open land used as school playing field	North part of site adjacent to railway line - noise and vibration issues likely	Potential mitigation of environmental and amenity impacts likely through site design	Yes
306	Land parcel at the Brent Primary School	0.1	None Identified	Site within 800m of bus services, some local facilities and schools	None Identified	None Identified		Yes

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
346	Land at Bean Farm(3 sites)	16	No utilities infrastructure to site at present. Highways capacity is a major constraint at Bean Junction.	Within 800m of low frequency bus service and local facilities	Within designated Green Belt. Development would form an encroachment into Green Belt and would impact on the current openness and character of the agricultural landscape. Increased coalescence between Bean village and developments north of the A2. Darenth Wood ancient woodland adjoins the site to the east. Would lead to loss of agricultural land.	Northern boundary of site likely to be affected by traffic noise and air quality issues as adjacent to A2 trunk road.	Some scope for reducing impact of development on adjacent ancient woodland and agricultural land through design and use of buffer zones. Highways capacity and traffic impacts will require further investigation and assessment. Scale of site may provide some enhancement to provision of local facilities.	Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
349	Station Road, Betsham	0.5	None Identified	Not within 800m of public transport or local facilities other than pub.	Site located in designated Green Belt and would form encroachment into Green Belt adjacent to confines of Betsham village. Likely impact on openness of landscape surrounding north-west village boundary. Increased potential for coalescence between Betsham and North End Farm. SW tip of site is identified as having potential archaeological interest.	None Identified	None Identified	Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
369	Hook Green Farm (East)	2.6	None Identified	Limited local facilities nearby and served by low frequency bus services	Brownfield site. Loss of current employment use. Part of site is within Green Belt and would form an encroachment adjacent to the boundary of village with agricultural land to the eastern/southern boundary. Potential increased coalescence with Redstreet settlement to the east.	None Identified	None Identified	Provisionally yes, but see Appendix G.
378	GSK North Site	11	Potential highways access and capacity constraint. Potential contamination issues due to historical pharmaceutical use. Site has been raised - potential issues with load bearing capacity. Within flood zone 3a	Majority of site is within 800m of public transport and local facilities.	Site is adjacent to Dartford Fresh Water marshes and may impact on current biodiversity.	None Identified	Mitigation of site issues likely through site preparation and design. Likely to meet requirements of Exception test. Highways capacity may be addressed through demand and traffic management measures.	Yes - constraints can be mitigated.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
380	Dartford Fresh Water Marshes	22	Allocated for employment use in Local Plan. Access to site possible to south and north but there are constraints on the strategic highways network. Electricity pylons and cables intersect site . Marshland within Flood Zone 3a. With HSE land use zone inner and middle consultation zone.	Site is fairly inaccessible (more than 800m walking distance) in terms of public transport and supporting local facilities. NE part of site within 800m of Fastrack route.	Area is of high conservation interest and is a local wildlife site containing a variety of biodiversity and wildlife habitats.	Within HSE land use zone inner and middle consultation zones.	Site would require considerable mitigation and remediation for development including land raising, for loss of biodiversity habitats. Highways and access constraints require further investigation.	No -mitigation of significant constraints is unlikely.
382	"The Tank" off London Road	5.3	Levelled site but due to steep cliff face only north -east point of site has easy access to road. Potential highways capacity issues. Potential issues with ground conditions due to land fill - settlement etc .Former landfill site nearby - possible contamination issues. SFRA identifies risk of flooding through rapid inundation	Majority of site is within 800m of bus and rail services. Local facilities in close proximity.	None identified	Site is constrained by overshadowing from cliff sides. Adjacent to light industrial areas - potential noise.	Potential access to Craylands Lane to be agreed. Site investigations as to ground conditions and contamination will be required. Re-profiling of site likely to be required to mitigate flood risk. Design to mitigate against overshadowing and impact of neighbouring employment uses.	Yes - constraints may be mitigated.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
383	Land to the rear of Main Road, Longfield	3.3	Sloping site.	Within 800m of public transport and Longfield village centre	Located within designated Green Belt adjacent to Longfield village confines and would form encroachment. Increased potential for coalescence between nearby settlements. Site is set on elevated position which acts as a green landscape visual buffer to the northern boundary of the village and would impact on the openness of the landscape. Potential loss of agricultural land. Land has been identified as having potential archaeological interest.	None Identified	Mitigation of archaeological value through site survey and scheme design.	Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
384	Horticultural Centre, Shirehall Road	1.9	Potential issues regarding local highways capacity and access.	Within 800m of bus service. Limited local facilities in close proximity	Located in designated Green Belt and would form encroachment adjacent to Hawley village confines. Would result in coalescence with Garden Centre facility to the south - east. Loss of existing employment use.	South -east end of the site is located close to the M25 motorway potential issues of traffic noise and air quality	Potential to mitigate highways and residents amenity issues	Provisionally yes, but see Appendix G.
385	Rear of Bretherne Meeting Hall, Leydenhatc h Lane	1.6	Potential highways capacity issues. Additional land would be required to ensure suitable access.	Within 800m of low frequency bus service and primary school. Other facilities not in close proximity	Located in designated Green Belt adjacent to established residential development in adjoining borough. Development would form an encroachment and may impact openness of landscape to the north of the existing residential area. Increased potential coalescence between Hextable and Swanley.	None Identified	Access to site may be provided through adjoining landholdings.	Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
397	Homebase, 394 Princes Road	1.1	Potential access/highways capacity issues - very close to Lowfield St/Princes Road junction. Site within Flood Zone 3a	Within 800m of bus services and town centre facilities	None Identified	Northern part of site is within AQMA	Potential to mitigate identified constraints through site design. Likely to meet requirements of Exception test. Highways capacity constraints can be overcome through junction improvements.	Yes
502	Court Lodge Farm	1.2	Highways capacity issue - single carriageway lane provides access.	Within 800m of low frequency bus service and to some local facilities.	Western proportion of the site is located in designated Green Belt and would form an encroachment adjacent to village confines. Would lead to increased coalescence with Betsham village. The site is developed with agricultural buildings. Eastern area of the site is within Southfleet Village conservation area. Eastern area of the site has also been identified as having potential archaeological interest.	None Identified	Potential to mitigate impact on conservation area and highways issues through site design.	Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
503	Land at Drudgeon Way, Bean	0.4	Steep gradient east-west across site	Within 800m of low frequency bus service and to some local facilities	Would result in loss of open space in village	None Identified	Potential to deal with site constraints through design. Will require further consideration of the impact of loss of open space and poor access to frequent bus services and local facilities.	Yes - likely to be suitable
506	Land at Hawley Road/Arnolds Lane	3.2	None Identified	Within 800m of medium frequency bus services and to some local facilities. Good range of other local facilities within 1 km.	Would form an encroachment into open land in the Green Belt and will impact on the current openness of the site. Development would increase potential for coalescence between Sutton-at-Hone and Hawley together with small clusters of homes between. Parts of the site adjoin a residential nursing home and small clusters of existing housing. The site is not connected to an existing settlement and would result in an isolated settlement in the Green Belt	None Identified	None Identified	Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
507	Land East of Lane End	13	Potential highways capacity issues. East portion of the site is within Flood Risk zone 3a.	Within 800m of frequent bus services and local facilities at Lanes End	Would lead to encroachment into Green Belt and increase coalescence between Darent and Lane End. Will impact on openness of landscape and will have visual impact from western boundary of Lane End as would result in development on rising ground. (opposite side of valley to Lane End settlement).	None Identified	Potential to mitigate highways capacity issues. Likely to meet requirements of Exception test.	Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
508	Land at Malt House Farm	6.6	Potential issues regarding highways capacity. Landfill site nearby - potential gas migration.	Within 800m of bus services but no local facilities in close proximity other than pub and restaurant	Would result in an encroachment into Green Belt. The site is partly developed and used for a mix of employment and community uses which would be lost. The areas adjacent to the site are open agricultural land . Site adjoins ancient monument site and a small parcel has been identified as having potential archaeological interest .The north west tip of the site adjoins the built confines of Green St Green.	None Identified	Potential to mitigate a highways capacity issues and any impacts from landfill site.	Provisionally yes, but see Appendix G.

Site ID	Name	Size HA	Potential Constraints	Public Transport Local Facilities	Potential Impacts	Environmental Factors	Potential to Mitigate?	Site Suitable for Housing?
510	Land adj to Vestry Cottages, Longfield	5	May require additional works to ensure availability of utility infrastructure to site. Small portion of site in the south west corner within Flood Zone 3a.	Within 800m of a low frequency bus service. No local facilities in close proximity	Would result in an encroachment into open Green Belt and is likely to impact on the current openness of the site and surrounding landscape. Development of the site would increase the risk of coalescence between New Barn and Longfield Hill settlements. The site is separated from existing settlements. Loss of agricultural land.	Railway embankment to south west of the site although existing tree cover provides a buffer to noise and overlooking.	Potential to mitigate identified on -site constraints through scheme design.	Provisionally yes, but see Appendix G.

Total number of sites: 66