



EBBSFLEET DEVELOPMENT CORPORATION Planning Committee

Neil Cameron QC (Chair)
Lord Moylan (Vice Chairman)

Chris Hall
Councillor Derek Hunnisett
Penny Marsh
Councillor Jordan Meade
Councillor Dr Lauren Sullivan

A meeting of the above Committee will be held on Wednesday 16 February 2022
at 6:00pm at The Observatory, Castle Hill Drive, Castle Hill, Ebbsfleet,
Kent, DA10 1EE.



PLANNING COMMITTEE AGENDA

Wednesday 16 February 2022

1. **Apologies for Absence**
2. **Declarations of Interest**
To receive declarations of interest from Members
3. **Urgent Items**
4. **Record of Meeting**
To approve the record of the meeting held on 15 December 2021.

ITEMS FOR CONSIDERATION

5. **EDC/21/0128 – Alkerden (Parcel 5A) Eastern Quarry Watling Street Swanscombe Kent**

Proposal

Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for the erection of 182 dwellings and associated parking, open space and infrastructure.

Recommendation

Approval subject to:

- i) Clarification on the extent of adoption of roads by Kent County Council; and
- ii) The following planning conditions with delegated authority to the Chief Planning Officer to make minor changes to the wording

6. **Activity Report – October - December 2021**
For noting
7. **Delegated Items Report – December - January 2021**
For noting

EBBSFLEET DEVELOPMENT CORPORATION

PLANNING COMMITTEE MINUTES

**SUBJECT TO APPROVAL AS AN ACCURATE RECORD AT THE NEXT MEETING OF THE
COMMITTEE**

Date: Wednesday 15 December 2021

Time: 16.03 – 17:12

PRESENT: Neil Cameron QC (Chair)
Simon Dudley (Vice-Chair)
Chris Hall
Councillor Derek Hunnisett
Rev. Penny Marsh
Councillor Jordan Meade
Councillor Lauren Sullivan

1. APOLOGIES FOR ABSENCE

The Chairman opened the meeting and noted there were no apologies for absence.

2. DECLARATIONS OF INTEREST

Neil Cameron declared that he has had past instructions from Bellway in his role as a barrister but does not currently have any relationship with them and he also declared previous and current instructions from Savills but the current instructions do not relate to Ebbsfleet or Kent.

3. URGENT ITEMS

There were no urgent Items.

4. RECORD OF MEETING

The minutes from the Planning Committee meeting held on 17 November 2021 were approved.

**5. EDC/21/0139 – Alkerden Village Parcel 3 Eastern Quarry Watling Street
Swanscombe Kent**

The application sought the approval of a reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of

outline planning permission EDC/17/0048 for the erection of 138 dwellings (flats) and associated parking, open space and infrastructure

Gregory Evans from Savills and Jamie MacArthur from Bellway both spoke in favour of the application. Members asked the speakers about the planned cycle storage provision and whether it would be secure and if there would be room for alternative equipment such as buggies. Members also queried whether there would be an amenity impact due to the proximity of the bus stop and the Fastrack route to the apartments and whether any lighting assessment had considered net curtains in this location. The speakers advised that the cycle storage would be secure and provide space for larger equipment such as buggies. The speakers also advised that there is enough clearance between the proposed site and the bus stop to alleviate any privacy and safety issues. The speakers highlighted that the lighting assessment can be found in the design and access statement which covers the privacy of the ground floor windows.

Members then sought confirmation regarding dedicated motorcycle parking and whether the Fastrack bus service and car club would be incentivised by the developer. The speakers confirmed that there would be dedicated motorcycle parking space. The speakers advised that the developers are not obligated by the section 106 agreement to offer discount car club services but that they will be promoting the use of the car club as stated in their travel plan including in the welcome pack provided to new residents. Members asked if there will be clear information on parking provision especially visitor parking space. In response, the speakers outlined the visitor parking provision which would be confirmed in the parking management plan submitted by condition.

Members asked when the developer was expecting first occupations for this site to which the speakers confirmed that their estimation is September 2023. Some members noted disappointment at the lack of positive use of the roof space and also asked the speakers why they favoured using bolt-on balconies rather than cantilevered balconies. The speakers stated that they will most likely use a combination of both but due to the construction materials used for the lower level flat blocks it is more appropriate to use specific types of balconies for the lower floors. Members then asked whether, due to certain flat blocks being constructed of brick, that would decrease the square footage of the apartments to which the developer confirmed that it would not affect size. Members queried why the design style of the “book-end” properties was not replicated throughout the entirety of the site to which the speakers explained that they chose this approach in order to emphasise the ends of the site and to create variation along the streets which they focused on due to the long thin nature of the site.

Members then moved onto the general discussion of the application in which the chair emphasised that the Ebbfleet garden city should be striving for high quality and well designed developments not just passable ones and should hold applications to a higher standard than normally required. Some members stated concern at the levels of mitigation for the balconies and also disappointment in the design of the spaces

between the bookend properties. Some members commended the ambitious approach to parking for this proposed site along with the provision of electric charging spaces and M4(2) provision. Members also stated that design quality will be partially decided by the use of materials which will have to be approved by subsequent condition. Members expressed their wish for a change to be made to the balconies from a bolt-on design to a colonnade design and discussed the possibility of requiring a redesign via the rewording of condition 5. Members then discussed extending the bookend design throughout the entire scheme and also discussed imposing a new condition on the details of the balconies, members queried whether this future condition application can be called in to be decided by the committee in which it was confirmed that yes it could be called in to be decided by the committee.

Members then voted to accept the officers recommendation of approval with the additional provision that a new condition be imposed that requires full details of the balconies. One member voted to refuse the officers recommendation of approval on the grounds that they believe the overall design of the site does not reach the quality that the Ebbsfleet garden city should be striving for.

Application EDC/21/0139 – Approval subject to:

- Imposition of the following planning conditions with delegated authority to the Chief Planning Officer to make minor changes to the wording
- Imposition of an additional condition that covers the design and details of the balconies

6. Delegated Items Report – November 2021

Report noted.

Meeting closed at 17:12

The following officers were in attendance at the meeting:

Mr Mark Pullin – Chief Planning Officer
Mr Alex Taylor – Planning Officer
Mr Adam Skinner – Planning Committee Secretary
Mr Tim Sharp – Legal Advisor

Reference: EDC/21/0128

Site Address: Alkerden Village, Parcel 5a, Eastern Quarry, Watling Street, Swanscombe, Kent

Proposal: Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for the erection of 182 dwellings and associated parking, open space and infrastructure.

Applicant: Bellway Homes Limited (Kent Division)

Parish / Ward: Ebbsfleet

SUMMARY:

This application seeks approval of reserved matters in relation to access, appearance, scale, layout and landscaping for the erection of 182 dwellings in Alkerden Village, within the centre of the Eastern Quarry (EQ) development site.

The application has been guided by a series of strategy documents pursuant to the outline consent; most notably the Area Masterplan and Design Code (AMP/ADC), which set out the key design parameters for reserved matters applications within Alkerden.

The proposal is for a high-quality scheme, which accords well with the AMP/ADC. This is reflected in the Building for Healthy Life assessment, against which the proposed development achieves 11 'greens' and 1 'amber'. The scheme is 100% compliant with the Nationally Described Space Standards and provides a range of unit sizes to meet the needs of a variety of occupiers. It will provide 25% on-site affordable housing, to include 36 shared ownership units and 9 affordable rent units and a contribution for a further 5% off-site.

The proposed development benefits from a good layout and a high-quality architectural design, which stems from a well-considered, locally relevant narrative. The scale of the proposal is suitable for an area allocated for medium density housing and this is welcomed. The site is orientated towards the primary street and the various public spaces, within and adjacent to the site, such as the centrally located pocket park and Alkerden Gateway.

Parcel 5a is sustainably located next to the Education Campus and a short walk from the amenities of Alkerden Market Centre and an array of public open spaces. It will be well served by public transport and will also benefit from the provision of a segregated two-way cycle track running through the centre of the site linking to destinations around EQ. In line with guidance set out in the EDC's Sustainable Travel Strategy, the presence of parking in the public realm has been minimised and 89% of the proposed car parking spaces will have access to electric vehicle chargers. The parking strategy is supported by ample cycle parking provision in each block and the provision of a car club space within the site.

With the provision of an attractive pocket park and high levels of greening throughout the site, including the tree-lined primary street, the proposed landscaping strategy is also supported. Houses will benefit from an array of garden sizes and all flats will be provided with very well sized private balconies.

With regards to matters of sustainability, the proposed development has gone well beyond the minimum requirements of the outline consent to include a 19% reduction in regulated carbon emissions beyond the building regulations baseline, through the use of high-performing materials, energy efficient technology and the provision of solar panels on many of the flat blocks.

The applicant has worked closely with the EDC to bring forward a carefully considered scheme, which complies with national and local policy, as well as the objectives of the EDC's Implementation Framework and Strategy Documents. It will contribute to the ongoing development of Eastern Quarry and the Garden City through delivery of well-designed homes. It is therefore recommended for approval.

RECOMMENDATION:

Approval subject to:

- i) clarification on the extent of adoption of roads by Kent County Council; and
- ii) the following planning conditions with delegated authority to the Chief Planning Officer to make minor changes to the wording

Conditions

Time

1. The development hereby permitted shall be begun before the expiration of two years from the date of this reserved matters approval.

Reason: To comply with the provisions of section 92(2) of the Town and Country Planning Act 1990.

Approved Plans and Documents

2. The development hereby permitted shall be carried out in accordance with the following plans:

Layout Drawings

A5A-BPTW-S01-ZZ-DR-A-0102 Rev C06 – Proposed Site Layout
A5A-BPTW-S01-ZZ-DR-A-0104 Rev C04 – Proposed Roof Plan
A5A-BPTW-S01-ZZ-DR-A-0105 Rev C05 – Proposed Parking Strategy
A5A-BPTW-S01-ZZ-DR-A-0106 Rev C04 – Proposed Refuse and Cycle Strategy
A5A-BPTW-S01-ZZ-DR-A-0107 Rev C04 – Proposed Material Strategy
A5A-BPTW-S01-ZZ-DR-A-0108 Rev C04 – Proposed Height Strategy
A5A-BPTW-S01-ZZ-DR-A-0110 Rev C04 – Proposed Fire Strategy
A5A-BPTW-S01-ZZ-DR-A-0111 Rev C04 – Proposed Highway Strategy
A5A-BPTW-S01-ZZ-MU-A-0102 Rev P03 – Proposed Tenure Strategy
A5A-BPTW-S01-ZZ-MU-A-0100 Rev C01 – Site Location Plan
2107/06/7000 – Finished Floor Levels Plan

Floor and Elevations Plans

A5A-BPTW-T02-ZZ-DR-A-1002 Rev C04 – House Type 2 – Plans and Elevations

A5A-BPTW-T03-ZZ-DR-A-1003 Rev C05 – House Type 1A & 2 Plans
 A5A-BPTW-T03-ZZ-DR-A-2003 Rev C04 - House Type 1A & 2 Elevations
 A5A-BPTW-T05-ZZ-DR-A-1005 Rev C03 – House Type 4 – Plans and Elevations
 A5A-BPTW-T07-ZZ-DR-A-1007 Rev C04 – House Type 6 – Plans and Elevations
 A5A-BPTW-T10-ZZ-DR-A-1010 Rev C02 – House Type 8A (2x) Terrace – Plans and Elevations
 A5A-BPTW-T13-ZZ-DR-A-1013 Rev C01 – House Type 1C – Plans and Elevations
 A5A-BPTW-T01-ZZ-DR-A-1001 Rev C04 – House Type 1 – Plans and Elevations
 A5A-BPTW-T04-ZZ-DR-A-1004 Rev C04 – House Type 1A & 3 – Plans
 A5A-BPTW-T12-ZZ-DR-A-1012 Rev C04 – House Type 1B – Plans and Elevations
 A5A-BPTW-B05-ZZ-DR-A-1055 Rev C03 – Flat Block E – Plans
 A5A-BPTW-B05-ZZ-DR-A-2055 Rev C04 – Flat Block E – Elevations
 A5A-BPTW-B08-ZZ-DR-A-1058 Rev C05 – Flat Block F & G – Plans
 A5A-BPTW-B08-ZZ-DR-A-2058 Rev C05 - Flat Block F & G – Elevations
 A5A-BPTW-G02-ZZ-DR-A-1071 Rev C02 – Double Garage
 A5A-BPTW-G05-ZZ-DR-A-1074 Rev C02 – Single Garage A
 A5A-BPTW-G06-ZZ-DR-A-1075 Rev C02 – Double Garage A
 A5A-BPTW-G08-ZZ-DR-A-1077 Rev C01 – Double Garage B
 A5A-BPTW-B02-ZZ-DR-A-2052 Rev C03 - Flat Block B & C – Elevations
 A5A-BPTW-B04-ZZ-DR-A-2054 Rev C03 - Flat Block D – Elevations
 A5A-BPTW-B02-ZZ-DR-A-1051 Rev C02 – Flat Block A – Plans
 A5A-BPTW-B01-ZZ-DR-A-2051 Rev C02 – Flat Block A – Elevations
 A5A-BPTW-B02-ZZ-DR-A-1052 Rev C02 – Flat Block B&C – Plans
 A5A-BPTW-B04-ZZ-DR-A-1054 Rev C03 – Flat Block D – Plans
 A5A-BPTW-B10-ZZ-DR-A-1060 Rev C04 – Flat Block H & I – Plans
 A5A-BPTW-B10-ZZ-DR-A-2060 Rev C03 – Flat Block H & I – Elevations
 A5A-BPTW-G07-ZZ-DR-A-1076 Rev C02 – Bin and Cycle Store
 A5A-BPTW-T06-ZZ-DR-A-1006 Rev C03 – House Type 5 – Plans & Elevations
 A5A-BPTW-T08-ZZ-DR-A-1008 Rev C03 – House Type 7 – Plans & Elevations
 A5A-BPTW-T08-ZZ-DR-A-2008 Rev C03 – House Type 7A – Plans & Elevations
 A5A-BPTW-T09-ZZ-DR-A-1009 Rev C03 – House Type 8 (x3) Terrace – Plans & Elevations
 A5A-BPTW-T10-ZZ-DR-A-2010 Rev C03 – House Type 8B (x2) Terrace – Plans and Elevations
 A5A-BPTW-T11-ZZ-DR-A-1011 Rev C03 – House Type 9 – Plans and Elevations
 AKA-BPTW-G03-ZZ-DR-A-1072 Rev C01 – Double Carport
 AKA-BPTW-G04-ZZ-DR-A-1073 Rev C01 – Single Carport
 A5A-BPTW-G01-ZZ-DR-A-1070 Rev C01 – Single Garage

Street Elevations

A5A-BPTW-S01-ZZ-DR-A-2001 Rev C07 – Street Elevations
 A5A-BPTW-S01-ZZ-DR-A-2002 Rev C06 – Street Elevations
 A5A-BPTW-S01-ZZ-DR-A-2005 Rev C03 – Street Elevations
 A5A-BPTW-S01-ZZ-DR-A-2003 Rev C06 – Street Elevations
 A5A-BPTW-S01-ZZ-DR-A-2004 Rev C04 – Street Elevations
 A5A-BPTW-S01-ZZ-DR-A-2006 Rev C03 – Street Elevations

Landscape

3211.MA.1000, Rev F Landscape General Arrangements, Legend
 3211.MA.1001, Rev M Landscape General Arrangements, Master
 3211.MA.1002, Rev I General Arrangements Plan, Sheet 1 of 7
 3211.MA.1003, Rev K General Arrangements Plan, Sheet 2 of 7
 3211.MA.1004, Rev I General Arrangements Plan, Sheet 3 of 7

3211.MA.1005, Rev J General Arrangements Plan, Sheet 4 of 7
3211.MA.1006, Rev G General Arrangements Plan, Sheet 5 of 7
3211.MA.1007, Rev J General Arrangements Plan, Sheet 6 of 7
3211.MA.1008, Rev I General Arrangements Plan, Sheet 7 of 7
3211.MA.2000, Planting Schedule
3211.MA.2001, Planting Plan Masterplan
3211.MA.2002, Planting Plan Sheet 1 of 7
3211.MA.2003, Planting Plan Sheet 2 of 7
3211.MA.2004, Planting Plan Sheet 3 of 7
3211.MA.2005, Planting Plan Sheet 4 of 7
3211.MA.2006, Planting Plan Sheet 5 of 7
3211.MA.2007, Planting Plan Sheet 6 of 7
3211.MA.2008, Planting Plan Sheet 7 of 7

Technical

A5A-BPTW-S01-ZZ-DR-A-0115 Rev C01 - Proposed Accessibility Strategy
B18075 - 19th January 2022 – Outdoor Lighting Report, Seventh Issue – Ebbsfleet
EQ Alkerden Primary North
B18075/AN/1302 Rev. P6 – Alkerden Primary North S.38 Street Lighting Sheet 2
B18075/AN/1301 Rev. P6 – Alkerden Primary North S.38 Street Lighting Sheet 1
A/BHALKERDEN.2/LR1 Rev P7 – 22nd December 2021 – Outdoor Lighting Report
A/BHALKERDEN.2/LIGHT-01 Rev P7 – Street Lighting Proposals
MBSK211220-01, Rev P1 2.3 x 33m Visibility Splay at Access and Amended
Property Boundary
MBSK211103, Rev P1 Swept Path Analysis, Medium Car & Phenoix 2 Duo Recycle
Manoeuvring around Proposed Build Outs
MBSK211126-01, Rev P1 Swept Path Analysis Fire Tender Around Site
2107/06/3001 – Flood Exceedance Plan
1907/02/3000 – Catchment Area Plan

Reports

PA-ES-BWK-ALK-21-02 – Energy Statement, December 2021
RT-MME-155604-02 – Ecological Review Letter 6th August 2021
BHAlderdenP5a, Technical Note, Mayer Brown
25213, Sound Insulation Assessment, August 2021, Mayer Brown
190702, Technical Note, Alkerden Phase 5, Drainage Strategy, RLT

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.

Pre-Commencement

3. No development shall take place until the precautionary ecological mitigation detailed within the Letter from Middlemarch Environmental dated 6th August 2021 has been implemented. A letter from a suitably qualified professional shall be submitted to the Local Planning Authority confirming when this has taken place.

Reason: In the interests of biodiversity, nature conservation and enhancement, in accordance with Dartford Development Policies Plan Policy DP25.

Prior to the Installation of Underground Services

4. Notwithstanding the details shown on the approved plans, prior to the installation of underground services, a detailed plan of underground services showing the relationship with trees within the site shall be submitted to and approved in writing by the local planning authority. The submitted details shall demonstrate that no conflicts will arise between underground utilities and tree roots. Where necessary, details of root barriers shall also be provided. There shall be no overall loss of trees when compared with the approved landscaping plans and opportunities for additional tree planting should be considered. The development shall be implemented in accordance with the approved details.

Reason: To ensure a satisfactory landscape quality and appearance within the development and to ensure that underground servicing will not result in conflict with landscaping design, in accordance with adopted Dartford Development Policies Plan Policy DP2.

Prior to Development Above Ground Floor Slab Level

5. Notwithstanding the details submitted with the application, no development above ground floor slab level shall take place until full details and samples of the materials to be used for the following elements have been submitted to and approved in writing by the Local Planning Authority:
- a. External surfaces of all dwellings and associated storage structures including facing bricks and mortar colour, feature bricks/materials, roof tiles, coping, chimneys, window frames, cills, canopies, bay windows, window surrounds, spandrel panelling/boardings, car ports (including internal walls) and parapet caps. Sample panels shall be provided for on-site inspection for all facing bricks and mortar;
 - b. Hard surfacing materials to be used in the external finishes of all roads, footpaths, courtyards, parking areas, terrace areas for ground floor apartments together with specification of edging and kerbs;
 - c. Architectural detailing (at scale 1:20) including:
 - i) Hit and miss porch brick detailing
 - ii) Canopy detail to houses and flats (including method of affixing to the building),
 - iii) Bay window on relevant dwellinghouses
 - d. Balconies and balustrades including finish to underside of balcony platform and associated ground floor brick surrounds;
 - e. External flues;
 - f. External rainwater goods;
 - g. External lighting (in relation to design/appearance);
 - h. Cycle storage (internal and external) and external bin stores.
 - i. Details of how parking will be demarcated in parking areas and on-street.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Dartford Development Policies Plan Policy DP2.

Informative: Rainwater goods should avoid GRP/PVC products. Cycle and bin stores should be well lit and lockable, whilst secure anchors should be provided for motorcycle and cycle parking as per the recommendation of the Designing Out Crime

Officer. Balcony balustrades should include suitable width and spacing to ensure a high level of enclosure.

6. Notwithstanding the details submitted with the application, no development above ground floor slab level shall take place until the following landscape details have been submitted to and approved in writing by the local planning authority:
 - a. Planting plans and full planting specification for the whole scheme including details of the number of all trees, hedges and shrubs to be planted, together with a planting schedule providing sizes and total quantities of individual species. The number, type and location of trees should reflect that agreed under condition 4.
 - b. Final layout and spacing of trees in relation to street lighting;
 - c. Details of tree planting within hard landscaped areas to include root cell crates;
 - d. Street furniture, including play equipment, bins, cycle stands, benches and any other relevant items. General waste and recycling bins should be provided within the pocket park.
 - e. Details of boundaries including materials and images of timber fencing, metal railings and brick walls. On the primary street, hedging shall be placed roadside, in front of any boundary railings, unless otherwise agreed by the Local Planning Authority.
 - f. Landscape management plan.

The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and ensure there are no conflicts between services and street furniture that would result in conflict with landscaping design in accordance with adopted Dartford Development Policies Plan Policy DP2.

Informative: Galvanised steel finishes are not acceptable for cycle stands. Trees should generally be increased in size to semi mature 20-25cm girth. The applicant is also reminded that condition 65 of the outline permission requires that landscaping schemes approved as reserved matters applications 'shall be implemented during the first planting season following completion of the relevant area of the development and shall thereafter be maintained for a period of five years. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced within the next planting season.'

7. Notwithstanding the details submitted with the application, no development above ground floor slab level shall take place until a proposal for ecological enhancements within the site has been submitted to and approved in writing by the Local Planning Authority. The proposal shall include detail of bird boxes and bat bricks and boxes to be incorporated across the site and within the buildings. The development shall be implemented in accordance with the approved details and any enhancements maintained thereafter.

Reason: In the interests of biodiversity, nature conservation and enhancement, in accordance with Dartford Development Policies Plan Policy DP25.

8. Notwithstanding the details submitted with the application, no development above ground floor slab level shall take place until details of the location, technical specification, appearance and form of the air source heat pumps has been submitted to and approved in writing by the Local Planning Authority. The development shall

be carried out in accordance with the approved details and the air source heat pumps shall thereafter be retained at all times.

Reason: To ensure the sustainable development of the site in accordance with the aims of Policy CS23 and the Dartford Core Strategy and to protect the appearance of the site, in accordance with Dartford Development Policies Plan Policy DP2.

Prior to Installation

9. Prior to installation of any photovoltaic panels on the buildings hereby approved, details shall be submitted to and approved in writing by the Local Planning Authority. The panels shall be located on roofs as per the approved Energy Statement (PA-ES-BWK-ALK-21-02, December 2021). The submitted details shall include the appearance, form and technical specification of the photovoltaic panels. The development shall be carried out in accordance with the approved details and the panels shall thereafter be retained at all times.

Reason: To ensure the sustainable development of the site in accordance with the aims of Policy CS23 and the Dartford Core Strategy and to protect the appearance of the site, in accordance with Dartford Development Policies Plan Policy DP2.

Prior to First Occupation

10. Notwithstanding details set out in an approved plan A5A-BPTW-S01-ZZ-DR-A-0105 - C05 - Proposed Parking Strategy, every dwelling hereby approved shall not be occupied until provision has been made for active electric vehicle charging point for its allocated car parking space, in accordance with details to be submitted and approved in writing by the Local Planning Authority. The charging points shall provide a minimum output rating of 7kW – Mode 3, AC and SMART (enabling Wifi connection) – or equivalent, as agreed. Details of management, specifications and connections shall be submitted to and approved in writing by the local planning authority and the development carried out in accordance with the approved details and shall be retained thereafter.

Reason: In the interests of good design and sustainable travel, in accordance with adopted Dartford Development Policies Plan Policies DP2, DP4, and the Ebbsfleet Sustainable Travel Strategy.

11. The cycle storage and bin store facilities as shown on the approved plans, shall be constructed, furnished and made available for use prior to the relevant dwelling first being occupied. These cycle and bin storage areas shall thereafter be retained and kept available for use by the residents at all times.

Reason: In order to encourage sustainable travel and to ensure a satisfactory form of development, in accordance with adopted Dartford Development Policies Plan Policies DP2, DP3 and DP4.

12. The dwellings hereby approved shall not be occupied, until the area shown on the submitted layout as vehicle parking, loading and turning space has been provided, surfaced and drained (including car ports and garages). Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved parking space.

Reason: To ensure sufficient car parking provision to serve the development, in accordance with Dartford Development Policies Plan Policies DP3 and DP4.

13. Notwithstanding the details set out in approved plan A5A-BPTW-S01-ZZ-DR-A-0105 Rev C05 – Proposed Parking Strategy, details of the location of the proposed car club will be submitted to and approved in writing by the local planning authority. Provision of the car club space and a car club vehicle shall be made available for use by residents in accordance with the approved plan prior to the first occupation of any dwelling. This space shall be retained in perpetuity.

Reason: In the interests of good design and sustainable travel, in accordance with adopted Dartford Development Policies Plan Policies DP1, DP4, and Dartford Parking Standards Supplementary Planning Document 2012.

14. The dwellings hereby approved shall not be occupied until the visibility splays as set out in the approved Highways Technical Note (Mayer Brown, 27th July 2021, BHAlkerdenP5a) and the 2.4m x 33m Visibility Splay at Access and Amended Property Boundary plan (MBSK211220-01, rev. p1) have been provided. The splays shall be kept clear of obstructions over 600mm in height (measured from footway level) and maintained as such at all times.

Reason: In the interests of highway and pedestrian safety, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4.

15. The dwellings hereby approved shall not be occupied until pedestrian visibility splays measuring 2m x 2m behind the footway on both sides of the private accesses with no obstructions over 0.6m above footway have been provided. The splays shall be maintained as such at all times.

Reason: In the interests of highway and pedestrian safety, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4.

16. The dwellings hereby approved shall not be occupied until 200l water butts have been provided and fitted within each plot as set out in the approved plans.

Reason: To accord with the terms of the application and support sustainability initiatives in accordance with Dartford Core Strategy Policy CS23.

Other

17. The dwellings shown on approved plan A5A-BPTW-S01-ZZ-DR-A-0115 - CO1 – Proposed Accessibility Strategy, shall be designed and constructed in accordance with Building Regulations Part M4(2) – Accessible and Adaptable Dwellings.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with Dartford Development Policies Plan Policy DP8.

Informatives

1. ADDITIONAL DOCUMENTS

The following documents have been considered in the assessment of this planning application:

A5A-BPTW-XX-XX-SA-A-0151 Rev P05 - Accommodation Schedule
A5A-BPTW-XX-XX-DO-A-0601, Rev C03 – Design and Access Statement
A5A-BPTW-XX-XX-DO-A-0601, Rev 5 Landscape Design Document
Cover Letter, Savills, 25 August 2021
Application Form, August 2021
A5A-BPTW-S01-ZZ-MU-A-0102 Rev P01 – Existing Site Plan
Planning Statement, Savills, August 2021
MBSK210908-1-01, Rev P1 – Adoption Plan

2. POSITIVE AND CREATIVE APPROACH TO DECISION MAKING

In accordance with paragraph 38 of the National Planning Policy Framework, Ebbsfleet Development Corporation, as local planning authority, has taken a positive and creative approach to the proposed development, focusing on finding solutions:

- The applicant was provided with pre-application advice;
- The applicant was advised of planning issues during the processing of the application and additional information has been submitted to address these;
- The application was determined within the relevant timescales, following an agreed extension of time.

3. REASON FOR IMPOSITION OF PRE-COMMENCEMENT CONDITIONS

Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the Local Planning Authority is satisfied that the requirements of planning condition 3 (including the timing of compliance) is so fundamental to the development permitted that such details must be submitted prior to works commencing on site.

4. OUTLINE PLANNING PERMISSION

The applicant is reminded that this decision is an approval of reserved matters pursuant to an outline planning permission and that the conditions attached to the outline planning permission must also be complied.

5. BUILDING REGULATIONS AND OTHER CONSENTS

This decision DOES NOT imply any consent, which may be required under the Building Regulations or under any other enactment or provision. Nor does it override any private rights which any person may have relating to the land affected by this decision, including the provisions of the Party Wall etc. Act 1996.

6. NAMING AND NUMBERING

Your attention is drawn to the need to contact Dartford Borough Council's Street Naming and Numbering Officer in order to have the new properties formally addressed.

7. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway

boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

8. LANDSCAPING

The applicant is reminded that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented in accordance with the approved details and in accordance with the timing as set out in condition 64 of outline permission EDC/17/0048.

9. STRATEGIC ACCESS MANAGEMENT AND MONITORING STRATEGY (SAMMS)

The applicant is reminded that payment of the SAMMS contribution must be paid prior to commencement of the development hereby permitted, as required by the S106 Agreement under the outline consent.

10. STREET LIGHTING DIMMING REGIME

The applicant is reminded that the agreed dimming regime for the approved streetlighting should commence immediately after installation, as per the approved Outdoor Lighting Report (A/BHALKERDEN.2, 22 December 2021), in the interests of ecological protection relating to open spaces immediately adjacent to the site.

1.0 **SITE CONTEXT AND PROPOSAL**

Background

- 1.1 The application site is formed of an area of brownfield land situated within the Eastern Quarry (EQ) strategic development site in Ebbsfleet Garden City.
- 1.2 EQ, which measures some 270ha in area, is bounded to the south by the A2, the B255 and Bluewater shopping centre to the west, and Alkerden Lane and the settlements of Greenhithe and Swanscombe to the north. Outside the boundary of EQ to the southwest is the Ebbsfleet Green development.
- 1.3 Former quarrying activity at the site has created a dramatic landscape with steep chalk cliffs around the perimeter. Much of the site has been backfilled with Thanet Sand over the worked chalk but there are still considerable land level differences between the quarry floor and the site's surroundings. The general topography of the site falls from north to south.
- 1.4 The variations in levels limit vehicular access into the site. The main accesses are from Watling Street at the south which provides access to the 'Washmills' area containing buildings associated with the quarry activities, two accesses leading from Southfleet Road to the east and a newly constructed road access from Hedge Place Roundabout to the west.
- 1.5 There are large bodies of water within the site comprising a large lake to the west resulting from quarrying activities, which is currently being drained for the development platform, and a man-made lake along the southern boundary in Castle Hill.

- 1.6 Outline planning permission was granted for EQ for residential development together with associated open space, social infrastructure and employment floorspace in 2007 and then varied in 2013 with all matters reserved for later consideration. A second variation to the outline approval was granted in March 2018. The outline permission allows up to 6,250 residential dwellings and up to 231,000 square metres of built floorspace for business premises; education community & social facilities; hotel; supporting retail and leisure facilities.
- 1.7 The extant masterplan for EQ takes the form of three connected villages. The first village to come forward is 'Castle Hill' at the eastern end of EQ. Detailed consents have been granted for the vast majority of this village. Current residential build numbers are c1,200 completions, with Cherry Orchard Primary School and the community centre open since 2017. Construction continues towards the southern end of the village to meet the final c.1600 dwelling village capacity.
- 1.8 EQ is now at a pivotal stage as focus moves to the central and western villages known as Ashmere and Alkerden. Construction has commenced on Phase 1 of Ashmere village to the west, including show homes and marketing suite, whilst reserved matters consent for Phase 2 has also been secured. Planning permission has been granted for the education campus and Parcel 3 in the centre of Alkerden, at the heart of EQ. Works have also commenced on Parcel 7 in Alkerden for a custom build development. In Alkerden, pre-application discussions are underway in respect of several parcels and a live application is currently under consideration for a scheme at Alkerden South.
- 1.9 Parcel 5a was the subject of a previous planning application by a different developer (EDC/20/0022). The application for this scheme was withdrawn by the applicant before it was ready to be determined by the Planning Committee. The primary street through the site is the subject of extant planning permission (EDC/21/0090), although minor amendments to the road are proposed as part of this application. It should be further noted that a duplicate application to this proposal was also submitted (EDC/21/0165). The EDC declined to determine this as the determination period for the application being considered in this report had not yet expired.

Site Description

- 1.10 The application site is located in a prominent location in the north of Alkerden village, in what is known as the 'Swanscombe Edge' parcel. It is located along the primary street into Alkerden from the north of Castle Hill and sits on the edge of EQ, to the south of Swanscombe. It borders the Education Campus Site and Parcel 7 to the south, both of which benefit from recent reserved matters approval. The site adjoins an area of open space to the east, which separates Castle Hill and Alkerden villages. To the west, the site would also sit next to Alkerden Barn Park, for which detailed planning permission is yet to be sought.
- 1.11 Approved earthworks secured as part of the strategic levelling of the wider development site under an advanced infrastructure RMA have been undertaken at the site to form the development platform.
- 1.12 The site is a wide, roughly rectangular shaped parcel of cleared land which measures approximately 4.4 ha. There is a very slight level change across the site, with a 5m incline from west to east. Generally, levels are flat across the north-south axis. The site will surround the east-west primary route from Castle Hill into Alkerden. It will

also sit adjacent to the bus, cycle and pedestrian link between Alkerden and Swanscombe.

- 1.13 The site is located in a sustainable location next to what will be the Education Campus, the major urban park and the Central Green Zone North. It will be a five to ten minute walk to Alkerden Market Centre, including the Fastrack bus stops, the supermarket and other shops, as well as the Alkerden Hub (consisting of KCC services and other community/leisure provision). The site will benefit from its proximity to the Fastrack route, which will provide frequent, direct bus services to Bluewater, Dartford, Gravesend and Ebbsfleet Central.

Proposal

- 1.14 The application seeks approval for all reserved matters (access, appearance, layout, scale and landscaping) pursuant to the extant outline permission for EQ for the erection of 182 dwellings together with associated car parking, infrastructure, landscaping and associated works.
- 1.15 The proposed development is for a medium-density scheme, achieving 41 dph. The scheme will comprise the following unit mix:

Unit Size	Number of Houses	Number of Flats	Number of Units	Total Units (%)
1-bed, 2-person	0	6	6	3
2-bed, 3-person	0	21 (inc. 9 FOGs)	21	12
2-bed, 4-person	0	57	57	31
3-bed, 4-person	30	0	30	16.5
3-bed, 5-person	10	0	10	5.5
4-bed, 5-person	47	0	47	26
4-bed, 6-person	11	0	11	6
Total	98	84	182	100

- 1.16 3% of the development will be one bed units, 43% will be two bed units, 22% will be three bed units and 32% of the development will be four bed units. Of these units, 54% will be houses and 46% flats. The flat blocks are all to be located along the primary street or bus link road and will be spread throughout the site. They would be interspersed amongst the houses. The density of the development is greatest around the primary street, with lower density accommodation generally provided to the north of the site, in the form of larger houses.
- 1.17 A proportion of affordable units are proposed. The affordable housing is spread across the site, in flat blocks A, B, C, D and E, and in houses to the south of the primary street, located between blocks A and B. The total number of units is 45, which amounts to 25% of the overall phase. An additional 5% off-site contribution to affordable housing will be made by the sitewide landowner, as obligated by the s.106. Of these affordable units, 80% are to be shared ownership and 20% affordable rent in line with the s106, with the proposed mix as follows:

Unit Type	Number of Units	Total (% of affordable)
Shared Ownership		
1-bed, 2-person	2	4
2-bed, 3-person	6	13
2-bed, 4-person	25	56
3-bed, 5-person	3	7
Total	36	80
Affordable Rent		
2-bed, 3-person	7	16
4-bed, 5-person	2	4
Total	9	20

- 1.18 In addition to the proposed residential accommodation, the application proposes a c.650 sqm pocket park, a series of new streets (including the primary street with two-way segregated cycle track), parking and private outdoor amenity space.
- 1.19 Pursuant to condition 25 of the outline permission for EQ, which requires the submission of details to be provided with any Reserved Matters application, details of the following sections in relation to the condition have been provided in the submission and will be discussed in the appraisal section below:
- a) Updated area plan
 - b) Landscaping
 - c) Materials
 - d) Street lighting and furniture
 - e) Boundary treatment
 - f) Surface finishes and hard landscaping
 - g) Schedule of open space
 - h) External lighting (not street lighting)
 - j) Cycle parking
- 1.20 A strategy for Public Art has been identified in the AMP (Area Masterplan) for Alkerden including potential locations which lie outside this parcel. Details relating to public art as required by part i) of condition 25 is therefore not relevant to this application. In addition, details relating to part k) television receivers; l) signage and interpretation; and m) layout of community buildings are also not relevant to this application.
- 1.21 The Application Site abuts a principal highway, in the form of Fastrack. As such, a noise assessment has been submitted as part of the application, as per the requirements of condition 28 of the outline planning permission.
- 1.22 Condition 29 of the outline permission requires the submission of details of any telecommunication masts proposed relating to the area they are located within, so far as possible. Installation of telecoms equipment is to be delivered by the sitewide landowner Henley Camland. None is proposed in this area.

2.0 RELEVANT PLANNING HISTORY

High Level Permissions

- 2.1 DA/03/1134/OUT Outline permission for a mixed development comprising up to 6,250 dwellings and up to 231,000sq

metres of built floorspace for: business premises; education; community & social facilities; hotels; theatre; & supporting retail & leisure facilities & associated works. Approved 13.11.07

- 2.2 DA/12/01451/EQVAR S73 application for the variation of conditions of DA/03/1134/OUT to reflect a revised disposition of land uses across the site. Approved 18.01.13
- 2.3 EDC/17/0048 S73 application for the variation of conditions of DA/12/01451/EQVAR relating to parameter plans and strategies. Approved 28.03.18

Discharge of Outline Conditions

- 2.4 EDC/18/0065 Application for approval of condition 10 attached to outline planning permission reference EDC/17/0048 relating to the Site Wide Master Plan. Approved 19.12.18
- 2.5 EDC/19/0006 Application for the Discharge of Condition 11 attached to the planning permission reference no. EDC/17/0048 relating to the submission of a Waste Management Plan. Approved 21.03.19
- 2.6 EDC/19/0035 Application for the discharge of condition 12 attached to planning permission reference no. EDC/17/0048 relating to the Water Management Plan. Approved 14.06.19
- 2.7 EDC/18/0091 Application for approval of condition 14 (a-b) pursuant to outline planning permission reference no. EDC/17/0048 relating to an archaeological field evaluation report, written timetable and safeguarding measures. Approved 18.06.19
- 2.8 EDC/17/0132 Application for approval of condition 15 attached to planning permission reference no. EDC/17/0048 relating to the Bio-Diversity Action Plan (BAP) implementation programme. Approved 20.12.18
- 2.9 EDC/19/0027 Application for the discharge of condition 16 attached to planning permission reference no. EDC/17/0048 relating to the submission of the utilities Framework. Approved 31.05.19.
- 2.10 EDC/19/0114 Application for the discharge of conditions 23 and 24 attached to planning permission reference no. EDC/17/0048 relating to the Sustainable Construction Code and Water Conservation Plan. Approved 15.11.19
- 2.11 EDC/20/0070 Application for the discharge of conditions 19 and 20 attached to planning permission reference no. EDC/17/0048 relating to the submission of an Area

Other Applications

- | | | |
|------|-------------|---|
| 2.12 | EDC/18/0086 | Reserved Matters Application pursuant to Conditions 2 and 18 of planning permission reference EDC/17/0048 relating to advanced infrastructure works in the form of land forming and earthworks within the Central and Western villages (excluding Alkerden Farm). Approved 06.03.19 |
| 2.13 | EDC/19/0004 | Housing Implementation Strategy pursuant to S106 attached to outline planning permission EDC/17/0048. Approved 31.05.19. |
| 2.14 | EDC/20/0022 | Reserved matters application pursuant to outline application EDC/17/0048 to consider access, appearance, landscaping, layout and scale for the erection of 171 dwellings and associated car parking, open space and infrastructure within Parcel 5a. Withdrawn 04.06.20. |
| 2.15 | EDC/21/0090 | Reserved matters application (details relating to appearance, layout, scale and landscaping) pursuant to conditions 2 and 25 of outline planning permission EDC/17/0048 for the installation of a road, including vehicle, pedestrian and cycle access, landscaping and associated works. Approved 04.08.21. |
| 2.16 | EDC/21/0165 | *Duplicate Application* Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to conditions 2 and 25 of outline planning permission EDC/17/0048 for the erection of 182 dwellings and associated parking, open space and infrastructure. EDC decline to determine (withdrawn) 11.10.21. |

3.0 PUBLICITY AND REPRESENTATIONS

- 3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list.
- 3.2 Neighbour notification letters were sent to local addresses. The proposals were advertised on site via 3no. notices and publication in a local newspaper for the following reason(s):
- Major Development
- 3.3 Site Notice expiry date: 23/09/2021
- 3.4 Press Notice expiry date: 23/09/2021

- 3.5 No letters of representation have been received.

4.0 CONSULTATION RESPONSES

- 4.1 The following organisations were consulted on the application and the following responses have been received and summarised below:

4.2 KCC LLFA

No objections raised.

4.3 Kent Police Designing Out Crime Officer (DOCO)

Advised a preference for installation of pavements to all streets in place of shared spaces. If shared spaces remain, suggested the introduction of traffic calming measures.

Set out that secure anchors should be provided for motorbikes and cycles. Parking courts should be avoided but where they are used, they should benefit from natural surveillance from an 'active' window. Security gates were further recommended.

Relevant doors and windows should all be securely designed to the relevant national standards, with defensive boundary treatments recommended in the vicinity of ground floor windows. Audio/visual door entry systems were suggested for communal entrance doors, with all entrance doors being well lit without places to hide. CCTV is advised for communal entry points and to cover the mail delivery area, with specific recommendations also made for secure mail delivery and storage.

EDC Officer Comment: These comments have been communicated to the applicant. Many of the points raised will be for consideration by the developer outside of the planning process. Points relevant to planning are discussed as part of the appraisal of the application.

4.4 Swanscombe and Greenhithe Town Council

No observations. Requested that all neighbouring properties be consulted prior to consideration of the application.

4.5 Southern Water

The sewers services at this location are the responsibility of IWNL. There is an inset agreement/NAV agreement in place between Southern Water and IWNL for the supply of sewerage services. The connection/ discharge points to the public network and agreed discharge flow rates must comply with inset/NAV agreements terms.

4.6 Kent Fire & Rescue

Emergency access requirements for the Fire and Rescue Service have been met. Fire Service access and facility provisions must also be to the satisfaction of the Building Control Authority.

4.7 KCC Ecology

No objections raised. Two conditions were recommended. The first is that precautionary mitigation works should take place prior to the commencement of works. The second requires further details of ecological enhancements, including bird and bat boxes. It was also recommended that any lighting follows the recommendations produced by the Bat Conservation Trust and Institution of Lighting Professionals.

EDC Officer Comment: These comments are discussed within the appraisal section. Condition 3 has been recommended to ensure the necessary pre-commencement works mitigations take place and condition 7 has been recommended to ensure suitable ecological enhancements are made. In order to address the comments around lighting and bats, the applicant has agreed that lighting will be dimmed at certain times throughout the night as per the agreement of KCC Highways and KCC Ecology. This is confirmed in their lighting submission documents.

4.8 Thames Water

An inability of the existing water network infrastructure to accommodate the needs of the development proposal was identified. Thames Water recommended a condition requiring confirmation that all water network upgrades have been completed or an infrastructure phasing plan has been agreed with Thames Water prior to occupation.

EDC Officer Comment: These comments have been discussed under the appraisal section. It is the statutory duty of Thames Water to ensure that sufficient water supply is provided to the new development, and this is outside of the developer's control. It is therefore considered that such a condition would be unreasonable and would not meet the tests of a planning condition. On this basis, the condition has not been included as part of the officer's recommendation.

4.9 KCC Heritage

Further information was requested as it was considered that the proposed development included development an area with potential for archaeological remains, which had not already been excavated.

EDC Officer Comment: Matters of archaeology are discussed within the appraisal section of this report. It should, however, be noted that the area of concern did not fall within the red line boundary of the proposed development. KCC Heritage were re-consulted on this basis and provided no further response.

4.10 DBC

Environmental Health – No objections provided the mitigation stated in the submitted noise assessments is fully implemented.

Housing – following amendments to the proposed mix, to include family sized units for affordable rent, it was confirmed that DBC are satisfied with the housing mix.

Waste and Recycling – None received.

General Design Comments – There was some concern that the proposals resulted in an overly dense development, with a poor relationship between some plots and a layout which would result in pressures on street parking.

EDC Officer Comment: Details of the design and layout are a matter of consideration for the EDC and are discussed in full under the relevant reserved matters sections below. It should be noted that layout and design have been altered since DBC's initial comments were provided following discussions with EDC officers. The noise assessment is one of the approved documents under condition 2 and this will ensure that the stated noise mitigation measures are implemented. No comments were received from the Waste and Recycling Manager but KCC Highways have confirmed that vehicle tracking for refuse vehicles works and there were no concerns raised with regards to the proposed waste strategy.

4.11 Natural England

Agree that no adverse effects on the integrity of the relevant protected habitats will occur and that the measures proposed to mitigate for all identified adverse effects that could potentially occur are suitable, so long as they are appropriately secured in any planning permission given.

EDC Officer Comment: Matters of habitat protection are discussed within the appraisal section of this report. Payment to the Strategic Access Management and Monitoring Scheme (SAMMS) has been established under the outline consent, ensuring that the proposed development is suitably mitigated.

4.12 Kent Highways

KCC Highways are currently considering their position with regards to the location of four streetlights, which are proposed with service margins slightly below the widths required in their guidance. A response on this matter is anticipated shortly. This matter aside, KCC have confirmed that no other objections are raised subject to conditions which secure parking facilities, visibility splays and the car club.

EDC Officer Comment: Conditions 10, 11, 12, 13, 14, 15 and 16 have been duly recommended in response to KCC's comments. With regards to the matter of streetlighting, if KCC do not agree the reduced service margins in these locations, then alternative solutions will be considered, including the non-adoption of the relevant street. It is for this reason that the recommendation for approval is subject to clarification as to the extent of adoption. This matter is further discussed in the appraisal section of this report.

Other Organisations

- 4.13 The following organisations and individuals were consulted on the application but provided no comments: -

Cllrs Sacha Gosine, Romana Gosine and Danny Nicklen
Swanscombe and Greenhithe Residents Association

- 4.14 The Kent and Medway NHS CCG were not consulted on the application. However, they submitted a response requesting a financial contribution of £157,248 towards GP services.

EDC Officer Comment: Matters relating to healthcare, including financial contributions, were assessed under the outline consent. It was apparent that the CCG had misunderstood the nature of this application and it was not considered appropriate for them to have made any additional financial requests. These requests have not therefore been considered in the appraisal section of this report.

5.0 **PLANNING POLICY**

5.1 National Policy & Guidance

National Planning Policy Framework July 2021 (NPPF)
Planning Practice Guidance (PPG)
National Design Guide
Building for a Healthy Life 2020

5.2 Development Plan

- 5.2.1 Dartford Borough Council – Core Strategy (2011):

CS1	-	Spatial Pattern of Development
CS4	-	Ebbsfleet to Stone Priority Area
CS5	-	Ebbsfleet Valley Strategic Site
CS10	-	Housing Provision
CS11	-	Housing Delivery
CS15	-	Managing Transport Demand
CS17	-	Design of Homes
CS18	-	Housing Mix
CS19	-	Affordable Housing
CS23	-	Minimising Carbon Emissions
CS24	-	Flood Risk
CS25	-	Water Management

5.2.2 Dartford Development Policies Plan (DDPP) (Adopted July 2017):

DP1	-	Sustainable Development
DP2	-	Good Design
DP3	-	Transport Impacts
DP4	-	Transport Access and Design
DP5	-	Environmental and Amenity Protection
DP8	-	Residential Space and Design in New Development
DP9	-	Local Housing Needs
DP11	-	Sustainable Technology and Construction
DP25	-	Nature Conservation and Enhancement

5.3 Emerging Policy

5.3.1 Dartford Pre-Submission (Publication) Local Plan 2021

The Pre-Submission (Publication) Local Plan was submitted for examination on the 13th December 2021. Policies in this emerging plan are therefore a material consideration in the determination of planning applications. At this time, as a whole the emerging plan is afforded limited weight.

S1	-	Borough Spatial Strategy
S2	-	Infrastructure Planning Strategy
S3	-	Climate Change Strategy
S4	-	Borough Development Levels
E1	-	Ebbsfleet Garden City Strategy
E2	-	Ebbsfleet Garden City Development Principles
E5	-	Alkerden and Ashmere Location
M1	-	Good Design in Dartford
M2	-	Environmental and Amenity Protection
M3	-	Sustainable Technology, Construction and Performance
M4	-	Flood Risk and Riverside Design
M7	-	Affordable Housing
M8	-	Housing Mix
M10	-	Residential Amenity Space
M15	-	Biodiversity and Landscape
M17	-	Active Travel, Access and Parking

5.4 Other Guidance

Ebbsfleet Implementation Framework 2017

6.0 PLANNING APPRAISAL

- 6.1 The main issues to be considered in connection with this proposal are the principle of development, each of the Reserved Matters (access, appearance, landscaping, layout and scale), housing standards including amenity, affordable housing delivery, parking/highway matters and sustainability. Intrinsic to the assessment of these issues is whether the proposal complies with local and national policy and the overarching aims of the suite of documents secured under the outline permission, notably the AMP (Area Masterplan) and combined ADC (Area Design Code).

Principle of Development

- 6.2 The Government is committed to significantly boosting the supply of housing and the delivery of a wide choice of high-quality homes to ensure development meets the market and affordable housing needs. Paragraph 11 of the NPPF identifies that planning decisions should apply a presumption in favour of sustainable development and paragraph 73 endorses the provision of new homes that follow the principles of Garden Cities as an identification of quality. Policy CS10 of the Core Strategy supports housing provision in Ebbsfleet, in accordance with policies CS4 and CS5 which set out specific parameters for the creation of a chain of distinctive and individual but linked communities. Policy DP7 of the DDPP supports housing development which provides for an appropriate range of housing stock and provision of a satisfactory quality of residential development. Policy E5 of the Pre-Submission Local Plan sets out that Alkerden will form a sustainable, active and well-integrated community. Proposals should deliver mixed residential neighbourhoods supported by a range of local facilities, a fully connected pedestrian/cycle network and high quality local green space. Development across Ashmere and Alkerden is expected to deliver 4,700 dwellings or more. Delivery Theme 1 of the Ebbsfleet Implementation Framework promotes the delivery of a wide range of homes and tenures for all life stages, that meet local aspirations including the affordable housing requirements as set out in relevant local planning policies.
- 6.3 Outline planning permission has been granted for the whole of Eastern Quarry and its provision approved through the suite of documents that have all been granted pursuant to the outline permission and which form a comprehensive strategy and set of objectives for the delivery of housing in this location. An Area Masterplan (AMP) and Area Design Code (ADC) for Alkerden have been approved pursuant to the outline consent. Reserved matters applications should generally accord with the relevant AMP/ADC.
- 6.4 The AMP/ADC for Alkerden identifies the site for 'medium density' (30-60 dph) residential development, thereby establishing the principle of development. Parcel 5a falls within the 'Swanscombe Edge' character area, as defined by the AMP. It should provide in the region of 140-160 dwellings overall, with buildings of between 2-3 storeys. Consideration must be given to the overall upper limit for housing granted under the outline consent. The proposal is for a development of 182 dwellings, which slightly exceeds the suggested 140-160 dwellings. At 41 dph, however, the proposal falls comfortably within the density guidelines for the area. The proposed quantum of development is therefore acceptable in principle, subject to a satisfactory proposal in relation to all reserved matters.

- 6.5 As informed by the obligations under the outline consent, the AMP/ADC commits to an even dispersal of affordable housing across Alkerden, with each phase to include a 25% provision. This application for residential development for 182 units, including 45 on-site affordable units (25%), and a 5% equivalent off-site contribution, complies with the broad development strategy as established under the AMP/ADC. Affordable housing will be discussed in more detail under the section on housing mix.
- 6.6 The proposed development should accord with the established vision, reflecting the detail set out in the aforementioned approved outline documents and Ebbsfleet Design Guidance. Policy CS5 of Dartford's Core Strategy states that applications for reserved matters will need to demonstrate that proposals will not undermine the principles to be achieved across the site as a whole as set out in the outline consent to which they relate, as examined below.

Reserved Matters: Access and Layout

- 6.7 Matters relating to access include consideration of the accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Consideration of layout includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development.
- 6.8 The NPPF encourages sustainable travel and supports opportunities to promote walking, cycling and public transport use (paragraph 104) together with the provision of safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and avoiding street clutter (paragraph 112). The provision of a successful layout is intrinsic to good design which is at the heart of the NPPF core planning principles (paragraph 130).
- 6.9 Policy CS15 of the Core Strategy encourages mixed use development and close interrelationship between different land uses as well as the provision of Fastrack to minimise car use and make effective and sustainable use of the transport network. Policy DP3 of the DDPP requires development to be appropriately located to minimise and manage arising transport impacts. Policies DP2 and DP4 promote the prioritisation of walking, cycling and public transport through clear linkages and permeability as well as requiring spaces to be designed to be inclusive, safe and accessible for the whole community, reducing the fear of and opportunities for crime. Emerging policy M1 of the Pre-Submission Local Plan (to which a limited degree of weight can be attached) requires high quality design which facilitates a sense of place with social interaction, good permeability which integrates public space and reduces the fear of, and opportunities for, crime while emerging policy M17 (again, to which a limited degree of weight can be attached) seeks to ensure developments are of a design and layout to promote walking, cycling and public transport use through provision of attractive and safe routes.
- 6.10 Broad locations and principles for connections and road corridors within EQ have been secured under the outline consent, particularly the Transport Strategy and the site-wide masterplan. Access to the site has therefore already been secured by high level documents and the proposals comply with these. The application site fits well into the wider road, pedestrian, cycle and public transport networks, which were considered at a strategic level.
- 6.11 The site will sit at the northern entry point to Alkerden from Castle Hill. Castle Hill Road will extend into parcel 5a and will form the primary road through the site, running east

to west into parcel 5b towards Alkerden Market Centre. Just outside the red line to the west, the primary street will also adjoin a bus link to Swanscombe, which will serve to provide direct access for cycles, pedestrians and public transport users. Like the primary street, the location of this is set out in the AMP.

- 6.12 To the south lies the consented Education Campus and to the north there will be an area of landscaped open space, which is currently the subject of a planning application. Both roads, the Education Campus and the northern open space have significantly influenced the layout of the site. Buildings have generally been orientated to face onto the primary street or the northern open space, thereby ensuring strong frontages along this key thoroughfare and an attractive outlook for residents on the site's northern edge. Dwellings to the south of the primary street back onto the Education Campus in such a way that avoids blank frontages, enhances security through passive surveillance and provides some level of separation between buildings and the school grounds, which serves in the interests of child safeguarding. The essential elements of the layout are therefore fundamentally sound and in compliance with the AMP and relevant strategic documents.
- 6.13 The proposed development will largely consist of family sized housing laid out within an attractive green setting. A range of short terraces, semi-detached and detached houses are provided around the site, mixed with larger apartment buildings at central and gateway locations along the primary street and Swanscombe bus link. Terraced sections and semi-detached housing are most typical along the primary street, providing a sense of enclosure, whilst larger detached houses predominate to the north of the site, creating a lower density setting in proximity to the open space to the north of the site. As per the requirements of the AMP/ADC, most units are provided with generous setbacks, allowing for front gardens of between 1-3m within a consistent building line. Across the site, parking has been designed so that it does not dominate the street scene. Driveways, garages and car ports are set back behind the building line, minimising the presence of cars in the streetscape. Where parking courts are required, their size is generally minimal and they are located behind FOG units, so as not to detract from the quality of the public realm.
- 6.14 The layout of buildings is generally well considered, with a range of garden sizes and generally good level of separation between units. There are some locations, where the back-to-back distance between units is a little closer than would be ideal, and where a couple of houses are closely flanked by flat blocks. This matter was also raised by DBC during consultation. A number of changes were made to site layout, boundary treatments and the height/scale of an apartment building to design out such issues. There remain some instances where the layout could be considered a little tight but not to the point where this results in loss of privacy or harmful overbearing. In the context of a largely well laid out site, which sits at the lower end of its maximum density allocation, these features are considered acceptable, particularly within an urban setting of this kind.
- 6.15 Streets have a role in circulating traffic but also in creating distinct characters and successful places. Building upon the parameters in the outline consent, the AMP/ADC identifies a clear hierarchy of streets and layouts for a street network through Alkerden to ensure streets are treated as key placemaking elements. The location of primary streets, including areas where direct access would be permissible, are identified together with typical design layouts for each street typology. This ensures that strong principles of urban design have been incorporated, whilst also complying with KCC Highways standards.

- 6.16 The AMP designates the east-west primary road as a primary street with direct car access to dwellings permissible. The street has extant planning permission (EDC/21/0090), although minor changes are proposed as part of this application. Minor changes have been made to on-street parking, street lighting and landscaping, but the revised layout remains compliant with the principles set out in the AMP. A 3m wide, two-way segregated cycle track will be provided along the southern side of the primary street and both sides will include a 2m wide pedestrian footway. Landscaped verges are also to be provided on both sides of the street, contributing to visual amenity. Raised tables and raised kerbs are included throughout to help slow vehicles and enhance pedestrian movements over the main carriageway. The road kinks in several locations to respond to further slow traffic and reflect the AMP's requirement for deflections to 'enliven' the street.
- 6.17 The tertiary streets which stem from the primary street follow the 'Mews Street' typologies set out in the AMP. Pavements are provided on both sides of the carriageway, with continuous surfaces provided where there is driveway crossover. This will ensure that pedestrian movements are prioritised over vehicular movements. Landscaped verges are provided in between on-street parking bays, thereby maximising opportunities for greening.
- 6.18 There is a continuous tertiary street to the north of the site, which links up with all the tertiary streets stemming from the primary street. This follows the 'lane' typology of the AMP. It is also linked to an additional mews street which does not lead onto the primary street. These streets will function as narrower, shared spaces to provide a more intimate feel reflective of the quieter neighbourhood setting in these areas. The Designing Out Crime Officer raised concerns over the use of shared space layouts in their consultation response and suggested that additional traffic calming measures should be deployed. The street design has been fully assessed by KCC Highways to ensure safety of all road users and it is considered highly unlikely that the road would ever be used by through traffic. Nonetheless, additional chicanes have been added to slow traffic and parking spaces are designed as build outs into the road, thereby narrowing the main carriageway, which will also slow vehicles. Shared space paving will make clear that cars do not have any particular priority over other road users. The design of the northern laneway will sit well against the area of landscaping which has been designated to the north of the site. Breaks in the boundary treatment along the edge of the red line in this location, will enable easy pedestrian access into this open space, which almost all dwellings on the northern lane will front. Further, minimal on-street parking and narrow width will ensure a positive outlook onto the space from the dwellings, thereby meeting the vision of the AMP.
- 6.19 In addition to the areas of open space proposed beyond the application red line, a pocket park has been provided in the middle of the site, in line with AMP requirements. This will provide an attractive focal point for the development. The buildings in the vicinity will all front the park, thereby providing a suitable sense of enclosure.
- 6.20 Swept path analysis drawings have been provided by the applicant and examined by Kent Highways. These illustrate that the layout is capable of accommodating the largest vehicles including for refuse and fire trucks. Access for refuse vehicles has been considered and a strategy submitted with the application. FOGs will be provided with integral bin storage areas, whilst all other flats will be provided with a communal external bin store. Houses will be provided with external bin stores in their rear gardens. It has been demonstrated that refuse vehicles would be able to access the site and the drag distances accord with the Dartford guidelines.

- 6.21 Accesses to and within the site are clear and legible. The gently sloping nature of the site ensures good accessibility throughout which would not challenge those with mobility problems. Frontages accesses to properties are maintained where possible and pedestrian access is orientated toward the street. Due regard has been given to secure design that helps avoid crime and it is considered that the layout and design of the scheme follows principles to create a safe and secure environment. It is considered the proposal sets out good urban design principles to present a successful and well-articulated layout, whilst matters of access have also been well addressed, in accordance with AMP/ADC and planning policy requirements. It is therefore considered that the proposal is acceptable in respect of matters of access and layout.

Accessibility –

- 6.22 Development should contribute to the accommodation requirements of residents with restricted mobility, or as they age. Condition 30 of the outline planning permission states that, unless otherwise agreed in writing, 25% of all dwellings on the site shall meet the Building Regulations M4(2), 'accessible, adaptable dwellings' requirements. Policy DP8 of the DDPP states that accessible/adaptable accommodation should be maximised on each site and 'proposals to construct new dwellings that do not include any Category M4(2) units for accessible and adaptable dwellings - or Category M4(3) units for wheelchair adaptable dwellings - within each housing tenure should provide a robust justification, otherwise permission will not normally be granted'. Emerging policy M8 of the Pre-Submission Local Plan (to which a limited degree of weight can be attached) seeks to tighten requirements, setting out that all new build dwellings should meet the requirement M4(2) with 'a limited proportion' of dwellings to meet M4(3) sought on sites of 100 or more dwellings. Only where it can be robustly demonstrated why it is not possible to contribute to these requirements will applicable developments be exempted.
- 6.23 The proposed development includes a provision of 34% M4(2) compliant units across the site, with no M4(3) units provided. All flat blocks provide M4(2) units at ground floor, whilst Blocks E, H and I are provided with lifts and therefore include M4(2) compliant accommodation across all floors. The remaining blocks do not include lifts. It is acknowledged the cost of a lift in these blocks would result in excessive maintenance fees for residents and lifts are not required within blocks of this height. Some houses, particularly to the north of the site, also provide M4(2) accommodation. EDC officers sought a greater provision of M4(2) housing as well as some M4(3) units. However, the applicant did not increase the amount of provision as they felt that the M4(2) provision would result in compromised ground floor layouts. All houses will include a downstairs toilet but most of these are not large enough to meet M4(2) standards. Whilst disappointing, the proposal does exceed the minimum requirement of the outline consent for 25% M4(2) compliant housing. In the context of an otherwise high-quality scheme, the proposal is accepted with regards to the provision of accessible housing.

Reserved Matters: Appearance and Scale

- 6.24 Consideration of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings. Matters of scale are intrinsically linked to good design quality. Matters of appearance refer to a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. Emerging policy M1 of the Pre-Submission Local Plan (to which a limited degree of weight can be attached) and policy DP2 of the DDPP require development to respond to positive aspects of the locality and be shown to be suitable in terms of height, mass, form, scale relative to neighbouring buildings

and the wider locality. They also state that materials must support a sense of place and be relative to the local character.

- 6.25 The NPPF sets out the creation of high-quality buildings and places as being fundamental to planning. It identifies good design as being a key aspect of sustainable development, creating better places in which to live and work and helping make development acceptable to communities (paragraph 126). It states planning decisions should ensure developments function well and add to the overall quality of the area for the lifetime of the development, demonstrate good architecture, are sympathetic to local character and history including the surrounding build environment (paragraph 130) and states that development that is not well designed should be refused, especially where it fails to reflect local design policies or take into account any local design guidance such as design guides and codes (paragraph 134).
- 6.26 The AMP identifies design parameters for this site as being medium density residential development of 2-3 storeys, within the 'Swanscombe Edge' Character Area. This draws inspiration from the 'Garden suburb' tradition and the contextual influence of adjacent Swanscombe, which should be reflected in urban structuring, architecture, materials and detailing. A simple contemporary interpretation of family house types will be deployed, with a range of roof forms and elevational details, which avoid repetition of historic house designs. Elements such as feature chimneys and brickwork will be deployed to add visual interest.
- 6.27 The proposed range of 2, 2.5 and 3 storey dwellings will respond well to the AMP height requirements, with the overall size and scale of buildings considered appropriate for this medium density character area. A consistent building line is provided throughout the development, with buildings of greatest height and scale provided along the primary street, Swanscombe bus link and at the 'Alkerden Gateway' eastern entrance to the site. Much of the additional height and bulk along the primary street is provided in the form of apartment buildings. These will demarcate the primary routes and site entrances as key spaces, whilst also provides a suitable level of enclosure along the key thoroughfares. Greater height is also proposed around the Pocket Park, thereby denoting its significance as a space. The remainder of the site will consist of 2 storey dwellings, providing an appropriate scaling to the proposed tertiary and smaller mews streets.
- 6.28 The scale of individual plots is appropriate to the identified density. They provide a level of enclosure and building form according to the intimate residential character. The proposed scale of the development and of the individual buildings is consistent with the parameters set out in the AMP/ADC and in keeping with a good urban design approach.
- 6.29 In terms of the appearance of the dwellings, the proposed design narrative has been derived from study of historic building forms in and around Swanscombe, to create three character typologies: 'Worker's Cottages', 'Farmhouses' and 'Farm Buildings'. The 'Worker's Cottages' typology is particularly derived from study of a variety of housing in Swanscombe and at Alkerden Farm, whilst the 'Farm Buildings' narrative is based on a variety of local farm structures, including Alkerden Barn. The 'Farmhouses' narrative take a contemporary interpretation of some of the slightly grander local houses of 'squires and yeomen'.
- 6.30 The Worker's Cottages are primarily located along the spine road. They also front the open spaces of the pocket park, in the centre of the site, and Alkerden Gateway, to the east. This typology comprises a mix of terraced and semi-detached buildings accessed

by shared surface private drives. The eaves are consistent throughout the street scene, with front facing gables deployed on a number of units to add interest and respond to the local buildings of Swanscombe. As per the local vernacular, yellow multi stock bricks will be the primary facing material, with red stock provided as a secondary brick. Windows will be provided with stone cills and brick header details, with contrasting black brick detailing deployed on many house types, as seen on the cottages at Alkerden Farm. The Workers Cottages in Alkerden Gateway will feature the addition of spotted brick detailing, are three storeys tall and face onto the Gateway Plaza to help activate the frontage. The styling and scale of these units is designed with reference to the adjacent Custom Build parcel, with matching heights and similar spotted brick detailing, aiding transition between the two development parcels and approaching the requirement for 'Gateway' buildings in this location in a cohesive manner.

- 6.31 The Farmhouses are largely located along the northern edge of the site and the majority are detached houses on slightly larger plots. Car parking is provided within on-plot garages and side driveways, which help to keep cars out of the public realm. The farmhouses comprise mainly red multi stock brick as found in the local vernacular. Windows will feature stone cills, with bay windows provided at ground floor sitting rooms to provide additional visual interest, maximise daylight and maximise views over green spaces. The two flat blocks at Alkerden Gateway also utilise this narrative. Contrasting brick spot detailing in dark brick is deployed on the flat blocks and to provide additional visual interest on these larger scale buildings and provide a consistency with other typologies in the Alkerden Gateway area.

- 6.32 The Farm Buildings are located at feature points across the scheme and function as a contemporary interpretation of various farm buildings in the local area, including Alkerden Barn. It brings in significant black weatherboarded elements in addition to red brick, to reflect the style of local barn buildings. Alkerden Gateway aside, all flat blocks in this development parcel use the Farm Building narrative and feature barn hip roofs with consistent eaves and roof lines. Amends have been made to Blocks F and G either side of the Pocket Park, to slightly reduce the scale in order that they be more congruous in the wider streetscape and surrounding houses. Other design amends were made to all flat blocks during the application process to result in a high quality, interesting design. Aside from the flats, a number of houses use the Farm Buildings narrative at key locations around the site. As guided by the AMP, these houses include feature chimneys and turn corners to provide variation to street frontages, featuring contemporary black window frames, in contrast to the more traditional window designs deployed by houses using the Workers Cottage narrative.

- 6.33 Across the various character typologies, there are a number of additional design details. For example, a number of houses include porches with hit and miss brick detailing and metal canopies. The proposed development also includes a variety of roof forms, with a mixture of half hips, gable ends and front facing gables, with dormer windows also a prominent feature on select house typologies around the site. Further, a number of units, including the Farmhouse buildings and three storey Workers Cottages, are provided with Juliet balconies, to match large windows.

- 6.34 In addition to the Juliet balconies on some houses, all flats are to have their own private balcony, including the FOG units. These are all sized between 5-7sqm, thereby providing highly useable private amenity space for residents. The balustrading was amended during the course of the application to better reflect the narrative. Diagonal strike through railings for Farmhouse flats and diagonal balustrading for Farm Buildings provide distinction to the scheme, in place of standard vertical railings. In

response to EDC Officer recommendation, balconies on the Farmhouse flats, were amended to utilise a cantilevered structure as opposed to a 'bolt-on' structure. These changes were welcomed. Whilst the conversion of all balconies on site to a cantilevered structure would have been desirable, the applicant team do not consider that this would have been appropriate given their design narrative. The supports of the 'bolt-on' balconies will feed into a brick surround at ground floor level, thereby providing a partially enclosed ground floor patio area, which will help provide strong sense of defensible space. The provision of balconies for all flats is welcomed and they are considered to sit well within the overall design of the scheme. Recommended condition 5 will require full design detail, such as balcony soffits and balustrading, to ensure that their quality matches the proposed vision.

- 6.35 Likewise, the use of high-quality materials and the delivery of high-quality detailing, such as on the hit and miss porch brickwork, will be required to ensure delivery of a high-quality scheme. These details are therefore also recommended for inclusion in condition 5.
- 6.36 In this instance, the proposed architecture moves somewhat away from the 'garden suburb' narrative set out in the AMP. However, the chosen architectural narrative is considered appropriate for the site and reserved matters applications are only required to 'generally accord' with its requirements, particularly where there is justification for an alternative. Furthermore, the 'garden suburb' narrative is demonstrated more strongly with regards to the scale, layout and landscaping of the proposed development. Each dwellinghouse benefits from front garden space, plots are appropriately scaled, and the proposed development is well supported with tree lined streets.
- 6.37 Overall, it is considered that the proposed development is for a characterful, high-quality scheme, which effectively draws on the chosen architectural narrative. It responds well to the requirements of the AMP/ADC and local planning policy. Buildings and plots are suitably scaled for the allocated density and the proposals are visually appealing. The use of three character typologies as part of the wider narrative is effective in providing visual interest throughout the scheme and will also assist in wayfinding. Subject to recommended conditions, the scheme is considered to be of very high-quality and is acceptable with regards to matters of scale and appearance.

Reserved Matter: Landscaping

- 6.38 This reserved matter considers the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated including screening by fences, walls or other means; the planting of trees, hedges, shrubs or grass; formation of banks, terraces or other earthworks; the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and the provision of other amenity features.
- 6.39 The NPPF states that planning decisions should aim to ensure developments are visually attractive as a result of appropriate and effective landscaping (paragraph 130), identifying the importance of good landscaping being intrinsic to good quality design, as advocated by policy DP2 of the DDPP, which states that consideration will be given to how landscaping relates to neighbouring buildings. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscaping to promote healthy landscapes and encourage active lifestyles. Emerging policy M15 of the pre-submission Dartford Local Plan (to which a limited degree of weight can be attached) expects major developments to deliver a landscaping scheme that is visually

attractive, enhances biodiversity, uses native species incorporates sustainable drainage measures, and is resilient to climate change.

- 6.40 The AMP sets out extensive detailing for the designs of open spaces and planting within the public realm. This is further supported by the EDC's Public Realm Strategy. Guiding principles are established to ensure a high-quality approach to landscaping is embedded within developments having consideration to health and wellbeing. A tree strategy has been developed identifying different species to develop a narrative for different areas of the village, including details on preferred tree sizes. The Swanscombe Edge character area should contain lime green trees or variegated leaf trees to provide bright contrast to the reddish and brown hues of the built form within this character area. In addition, a pocket park should be provided to serve the parcel. In terms of hard surfacing, the AMP sets out that there should be limited variety in surface treatments, with block paving favoured.
- 6.41 The proposed landscaping design is well considered, with three distinct yet interconnected landscape character areas influencing planting to add variety and aid wayfinding. The site comprises a number of different spaces, linkages, edges and streets which combine to deliver a comprehensive hard and soft landscape design. A number of amendments have been made through the course of the application to address areas of concerns and it is considered that the proposals comply well the AMP.
- 6.42 Houses across the site will be provided with front gardens of between 1-3m with an attractive range of planting throughout the site, in line with requirements. This helps to provide a sense of defensible space and will contribute to the propagation of an attractive, green setting, as per the aspiration for a contemporary 'Garden Suburb.'
- 6.43 As per the requirements of the AMP, a pocket park is located in the centre of the site, in a prominent location off the Primary Street. It includes open lawn, natural play elements, a seating area and perimeter tree planting. This range will allow for a variety of uses by a wide range of residents and is supported. Additionally, feature trees will be lit with uplighters and directional bollard lighting will be provided on the footpaths through the site.
- 6.44 The landscaping proposals for the street network within the site have also been assessed against the AMP. The Primary Street is designed as a 'tree-lined avenue' with ample tree provision considered well against requirements for regular streetlight spacing and uniformity. The EDC would have preferred a slight reduction of on-street parking along parts of the primary street, to enable an increase in verge planting. However, this would have reduced overall parking provision and so its retention is considered acceptable. Along the main carriageway, tarmac is broken up with block paved raised tables to slow traffic and provide safe crossing points for pedestrians. Public footways are provided with attractive concrete flags in cream whilst the two-way cycle track will be paved in a buff colour tarmac, as agreed with KCC Highways to promote legibility of cycle routes throughout Ebbsfleet.
- 6.45 The tertiary streets throughout the site are also compliant with the PRS and AMP landscaping requirements, with high quality paving and ample tree and planting provision. The northern lane and Mews Street to the north of the pocket park have applied shared space principles and this has been reflected well in the hard landscaping. Block paving is provided throughout, thereby denoting these streets as a shared space. In particular, the Mews Street to the North of the Pocket Park benefits from flush banding to the shared surface, which has been angled to complement

adjacent driveways, parking bays and footpaths, whilst avoiding any indication that cars should have priority over other road users.

- 6.46 EDC Officers would have preferred to see greater greening of rear parking courts to provide improved outlook for residents and provide additional benefits with regard to cooling and biodiversity. However, the layout of these parking courts is extremely tight, and the current proposals are accepted in this regard. Conversion of some parking into green space may be possible in the future, with modal shift away from private car use.
- 6.47 Given its status as a primary street and anticipated levels of throughflow, flats and houses along the primary street will benefit from robust boundary treatment to include low-level brick walls and railings with adjacent hedge planting. EDC Officers set out a preference for brick walls along the full length of the primary street, to provide a greater sense of enclosure than would be afforded by railings. However, the applicant felt that walls next to the houses would appear disjointed, given the significant number of breaks in the boundary treatment to accommodate driveways and footpaths. Therefore, flats are proposed to be bounded by brick walls and houses are to be bounded by railings. The AMP sets out that boundary treatments in this location may consist of either walls or railings, thereby providing the applicant with some level of flexibility. Given the proposal for railings, EDC Officers have requested that Bellway consider placing hedges in front of railings rather than the other way around. This would mean that the hedges can be maintained by the management company, who would be more likely to ensure suitable maintenance than individual residents, thereby preserving visual amenity. Condition 6 has been recommended on this basis, although there is flexibility for the applicant to keep the proposals as existing if it would cause issues with matters such as conveyancing. Around the perimeter of the site, parking courts and public realm facing plot boundaries are provided with 1.8m brick walls to match the design of the relevant units. Timber fencing is provided in gardens to break up individual plots and along the site's northern boundary, 0.4m timber knee rail is provided to demarcate the edge of parcel 5a without impacting the openness of the landscaped area adjacent. Recommended condition 6 requires details of the appearance of boundary treatments. It also includes scope for amendments to boundary treatment locations, to ensure that the development ties in with access paths to the proposed area of open space to the north of the site.
- 6.48 This same condition will also require full details of detailed planting, street furniture (including bins, benches and cycle stands). Recommended condition 4 requires details of underground service routes through the site to be provided to ensure that there are no conflicts with the proposed landscaping.
- 6.49 Overall, it is considered that the proposed landscaping strategy will complement and enhance the proposals and that it responds well to the site's specific character. It will provide biodiversity and ecological enhancements in line with adopted development plan policy and is in accordance with the AMP. The landscaping proposals are therefore supported, and the proposed development is acceptable with regards to this reserved matter.

Housing Mix

- 6.50 Policy CS18 of the Core Strategy seeks to provide an appropriate spread of housing mix across developments, particularly in relation to houses and flats. The policy seeks to achieve an approximate ratio of houses to flats at 70:30, although it notes that a higher proportion of flats may be acceptable in the Ebbsfleet Valley Strategic Site. Policy CS18 also sets out that development comprising 100 homes or more should

provide approximately 70% of the new development as family houses of two bedrooms or more. Policy M8 of the Pre-Submission Local Plan sets out that the majority of dwellings on all development should provide 2 or more bedrooms and that major development should include provision for three and four bedroom homes.

- 6.51 The proposal is for 84 flats and 98 houses. This equates to 46% as flats and 54% as houses. The proposal does not exactly align with the preferred policy ratio of 70:30 houses:flats. However, this proposal is one of the first to come forward in Alkerden. The ratio is likely to adjust in favour of the policy as the rest of the phase are built out, particularly since the site has been carefully master planned to deliver the quantum established by the outline consent. The site is allocated for medium density development within the AMP, and so a slightly higher proportion of flats does not seem inappropriate. The proposed mix is therefore considered acceptable, and the EDC will continue to monitor housing mix as wider site delivery progresses.
- 6.52 Across both houses and flats, the vast majority of homes are proposed to contain two or more bedrooms, with a large proportion of three and four bedroom units. This accords with the requirements of both adopted and emerging policy for the provision of family sized units. The proposal is therefore compliant in terms of the size of units proposed.

Affordable Housing

- 6.53 The provision of affordable homes supports Garden City principles to create mixed-tenure homes that are affordable for all, as identified in the Ebbsfleet Implementation Framework. Provision of an appropriate level of affordable housing was considered under the original outline permission and the obligation for delivery of affordable housing is set out in the S106 for a 25% on-site provision and 5% off-site contribution. The S106 requires the provision of 25% of each residential area coming forward under a reserved matters application to be affordable housing units. The S106 also seeks to ensure there is a proportional provision of affordable housing across Ashmere and Alkerden (combined) against occupation of the market housing (provision of 25% affordable at 25% occupation of market units; 50% affordable at 50% market units; 75% affordable at 75% market units; and 100% affordable at 80% market units).
- 6.54 Reserved matters have already been approved for two parcels in Alkerden and two in Ashmere. Construction has started on Parcel 7 (Custom Build) in Alkerden and Phase 1 of Ashmere, where the first occupations are now taking place. The EDC will continue to monitor occupations that come forward on site to ensure these obligations against market occupation are being met.
- 6.55 Policy CS19 of the Core Strategy requires developments to meet the needs and aspirations of residents by requiring an appropriate mix of tenure being between 50-80% as intermediate housing with the remainder being social rented. The policy also seeks an element of houses with 3 or more bedrooms to be social rented where possible. The AMP/ADC identifies that the split should be 80% shared ownership and 20% affordable rent, towards the higher bracket as identified in the policy. The S106 identifies that affordable housing shall come forward with a mix of house types and sizes (excluding tenure) which reflects that prevailing at the time for the market unit. It also identifies an 'Optimum Tenure Mix of 5% affordable rent and 20% intermediate housing, which corresponds with the split identified in the AMP.
- 6.56 The initial proposal for affordable housing met the 25% requirement for on-site provision and provided 20% of this as affordable rent, with 80% as shared ownership. This was acceptable. However, the mix was unacceptable and DBC's housing team

objected on this basis. There were no larger family sized affordable rented units, with all of the proposed affordable rented units proposed as two bedroom flats. This was not reflective of local housing need or the overall mix for the site. Following discussions with the applicant, the affordable provision was updated. 25% of the units are still to be provided as affordable housing, with 20% for affordable rent and 80% as shared ownership. However, the updated proposal provides the addition of two four-bedroom houses for affordable rent. This is more reflective of local need and the revised proposal is supported by DBC's housing team.

- 6.57 The affordable units are predominantly provided in flats but there are a number of houses for both shared ownership and affordable rent. Further, the affordable units are located across the site in buildings of the same high-quality design as the market units. The development is therefore considered to be tenure blind. Overall, the approach to affordable housing accords with the requirements of the S106 and local policy. It is therefore supported.

Highways & Parking

- 6.58 The NPPF strongly advocates consideration of the impacts of development on transport networks and infrastructure, management and appropriate mitigation of environmental impacts arising from traffic and transport infrastructure, and promoting development in locations which are, or can, be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. It identifies that opportunities to promote walking, cycling and public transport use should be pursued and recognises that patterns of movement, streets, parking and other transport considerations as being integral to the design of schemes, contributing to making high quality places (paragraph 104). Policy CS15 of the Dartford Core Strategy endorses measures to manage transport demand including support for Fastrack. The Ebbsfleet Implementation Framework seeks to deliver safe, integrated and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport. The Framework also seeks to promote legible networks across Ebbsfleet to help people connect with each other and between the new and existing communities (Delivery Theme 3 – Connected People and Places). Emerging policy S1 of the pre-submission Dartford Local Plan (to which a limited degree of weight can be attached) supports sustainable development which minimises the necessity to travel by private vehicles.
- 6.59 In respect of the individual phases of development in EQ, the overall impact of traffic movements has been established under the outline permission. No greater parking demand or traffic movements would be generated by this permission than assessed under the outline permission. A separate assessment/travel plan is therefore not necessary in this instance.
- 6.60 The outline consent for EQ recognises that development of a site at this scale offers exciting and unique opportunities to establish its own strategy which maximise benefits offered by sustainable transport initiatives. It therefore sets out a requirement under the S106 Agreement for submission of a Parking Management Plan (PMP). The PMP was approved alongside the AMP/ADC and sets out a set of objectives which is based around the philosophy of managing car use and reducing convenience of the car. This is supported by master planning principles that have been established such as the priority location of the Fastrack corridor, convoluted vehicular routes and the creation of walkable neighbourhoods through the provision of accessible infrastructure together with good amounts of open space, and well-connected pedestrian and cycle links. The vision for EQ is therefore a 'public transport orientated development' with the aim to embed the principle that the use of 'walking, cycling and public transport to meet daily

travel needs will challenge the historic default use of the car' (PMP paragraph 2.1.2) and thereby foster a healthier lifestyle and promote community interaction. Building on this vision and based on empirical evidence and surveys of EQ, the PMP also sets out appropriate parking standards to be applied throughout the village. These are the standards against which applications for reserved matters should be assessed.

- 6.61 The EDC has produced further guidance in the form of the Sustainable Travel Strategy (STS) which promotes a 5-step approach by firstly promoting the use of sustainable travel, aligning parking provision appropriately, locating parking discretely, enabling vehicle charging and proactive management. This approach has been endorsed by KCC Highways and DBC. In addition to the PMP, the EDC's STS is a material consideration in the determination of planning applications in Alkerden. Within the most highly accessible areas of EQ, it sets out parking standards which are lower than those in the PMP, taking into account the proximity to a range of public transport, walking and cycling options.
- 6.62 Main road access provided from the east and west of the site. It is intended that the majority of roads in the site will be offered for adoption by KCC, with just one internal mews street not proposed for adoption. KCC Highways have largely confirmed that they are satisfied with the proposals, although one minor issue remains outstanding. They are currently reviewing the location of four streetlights in relation to the relevant proposed service margin widths, as these fall slightly below their usual standards. They have accepted a reduction in their requirements in two other locations within the site, but further consideration was required with regards to these. If KCC accept the current proposal, then proposals for street adoption will remain unchanged. If this is not accepted then the applicant will consider alternative solutions, including non-adoption of the northern laneway, which contains the affected streetlights.
- 6.63 In terms of car parking, for the majority of houses, this will be provided in the form of on-plot tandem spaces fronting roads. In many instances, one of the two tandem spaces will be provided within a car port or garage. The vast majority of garages are fully compliant with the PMP size standards and therefore count towards full parking provision. In the few instances where garages are not fully compliant with the size standards, it has been ensured that bins and cycles are not required to pass through them to reach storage areas in rear gardens. In instances where car ports are used, these are fully open on the front and rear elevations. Since PD rights have been removed under the outline consent, it would not be permitted to enclose the car ports without prior consent of the local planning authority. Since these are not fully enclosed and can be classified as car ports rather than garages, they count as 100% towards the parking standards, as supported by the PMP. Parking for FOGs will be provided within ground floor garages, with living accommodation above. All parking for flats will be provided in small parking courts, whilst most parking for houses that do not include on-plot provision is also largely provided within small parking courts. These have been discretely located behind the building line, so as to avoid a dominance of parked cars in the streetscape. Van and visitor parking is largely provided on-street in parallel spaces and is spread throughout the site. These have been located to as to reduce their dominance on the streetscape and they are also surrounded by small areas of landscaping.
- 6.64 The total parking provision compared with the requirements of the PMP is as follows:

Type of Parking	No. of Spaces Provided	PMP Requirement
1, 2 Bed Flats	84	84 (84x1)
Houses	173	176 ((40x1.5) + (58x2))
Total resident parking	257	260
Visitor Parking	33	36
Van Parking	4	9
Motorcycle Parking	14	9
Car Club Space	1	All residents to be within 400m of car club – broad locations identified
Total	290 car spaces, 4 van spaces, 1 car club space, 14 motorcycle spaces	296 car spaces, 9 van spaces, 9 motorcycle spaces

- 6.65 As the table shows, the proposed parking provision aligns very closely with the standards set out in the PMP. Resident and visitor parking provision falls very slightly below these. However, this approach was supported by EDC Officers in line with the objectives of the STS, and the highly accessible nature of the site in proximity to public transport, education, community, park and retail facilities within Alkerden. Further provision is made for 1no. car club space in the centre of the site, which will reduce the need of some residents to own a car or to own a second car.
- 6.66 Provision of van parking is slightly lower than the requirement. However, the majority of the proposed development is for houses with wide on-plot parking spaces. It is considered that residents of these properties are more likely to park on plot than in van spaces further away from their homes. The van spaces are located near flat blocks, where they are more likely to be used. Likewise, it is considered that motorcycles are likely to be parked on-plot within garages and driveways where available. A slight overprovision of motorcycle parking has been made for residents served by parking courts, to ensure that there is sufficient parking for motorcycles.
- 6.67 The PMP sets out guidelines on mobility impaired parking for larger, commercial/community car parks and is not explicit on residential parking. No spaces have specifically been identified in the plans as disabled. However, it is considered there is a reasonable amount of opportunity for provision on-plot if there was a need as well as opportunities to extend spaces within parking courts serving the apartments that could be converted as necessary, although this would likely result in the loss of some soft landscaping. Particularly given that no M4(3) provision is to be provided, the proposal is considered acceptable with regards to disabled parking.

- 6.68 Condition 13 has been recommended, requiring the provision of the car club space prior to occupation, to ensure that sustainable travel habits are embedded early. Subject to this condition, the general approach is supported.

Electric Vehicle Charging –

- 6.69 The PMP identifies no specific provision in respect of EVC. Paragraph G32 of the STS states all dwellings with on-plot parking should be provided with an active charging point (with a minimum output rating 7kW – Mode 3, AC), located discretely. Paragraph G33 sets out that all dwellings with unallocated communal parking should provide a minimum 10% active charging spaces and provide passive charging spaces to the remaining 90% of the parking spaces. Paragraph G34 sets out that all other off-street parking should also provide a minimum 10% active charging spaces and provide passive charging spaces for an additional 10% of spaces (where “Passive” refers to the provision of the network of cables and an associated power supply necessary so that at a future date a socket can be added easily i.e. wiring and cable conduit in place for future use).
- 6.70 The STS is less prescriptive on the position with regards to allocated parking in communal parking courts and some level of interpretation is required. In instances such as this, allocated parking within a communal area is treated as allocated ‘on plot’, following the guidance of paragraph G32 whilst unallocated shared parking in a communal parking area follows guidance under paragraph G33 ‘unallocated communal parking’. This is on the basis that if a parking space is allocated then it may only be used by one resident, who may not be able to charge their vehicle if the space is not provided with a charger.
- 6.71 The applicant has provided a plan showing the locations of EV chargers. This shows that 89% of the total car parking spaces will have access to an EV charger. Every allocated resident space and the car club space will have access to an active charge point, whilst suitable provision has also been made for active and passive EV charging in visitor spaces around the site, above minimum requirements. Condition 10 is recommended requiring the exact specification of chargers, to ensure that these meet the minimum standards set out in the STS. The proposed EV charging provision is strongly supported.

Cycle Parking –

- 6.72 The STS sets out that all new development should include one cycle parking space per bedroom. The proposed development will meet this requirement, with secure communal cycle parking provided for each flat block and every house to include cycle storage within the rear garden. EDC Officers expressed a preference that cycle parking for flat blocks should be integral but there was insufficient space to accommodate this within the proposed designs. As such, the proposed external cycle stores are considered acceptable, but it will be important to ensure that these do not detract from visual amenity. Therefore, details of internal and external cycle store layouts are recommended for inclusion within condition 5, to ensure that sufficient cycle storage space is provided and that the designs are appropriate visually.
- 6.73 Visitor cycle parking is also provided within the pocket park and in the vicinity of many of the flat block entrances in the form of Sheffield stands. This goes beyond minimum requirements and is supported.

Summary –

- 6.74 Overall, the approach to parking has been carefully considered and follows the process endorsed by the STS. The proposals strike a balance between the requirements of the PMP and the STS, both of which seek to lower the reliance on the car through the promotion of public transport and active travel modes. EV charging and cycle parking provision have been well thought through and the provision of a car club in the middle of the site is particularly welcomed. Subject to the recommended conditions, the approach to parking is supported.

Sustainability

- 6.75 Section 2 of the NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Policy CS23 of Dartford Core Strategy seeks to embed measures to minimise carbon emissions through energy efficiency and use of renewable energy, seeking to ensure developments have explored passive design and allow the potential for zero carbon through later retrofitting. Policy CS25 of the Core Strategy seeks to manage the supply and quality of water and wastewater and assist in moving towards 'water neutrality' in the Thames Gateway. Emerging Pre-Submission Local Plan policy M3 (to which a limited degree of weight can be attached) sets out that major residential development must achieve a minimum on-site reduction in regulated carbon emissions of at least 19% beyond Part L Building Regulations. Developments of over 100 dwellings should demonstrate additional use of zero/low carbon technology features across the Site.
- 6.76 A Sustainable Construction Code and Water Conservation Plan have been secured as strategic documents for the whole of EQ in accordance with conditions 23 and of the outline permission which set out methodologies and parameters that should be implemented for all developments across EQ. These strategies generally align to the current Building Regulations Part L and commit to water consumption of 105 litres per person per day. The strategies also encourage consideration of additional measures that could be implemented to improve the performance of buildings.
- 6.77 An energy statement has been submitted with the application. This sets out a fabric first approach to energy saving. Accordingly, fabric standards go beyond the requirements of building regulations, thereby reducing demand for space heating. Highly efficient gas boilers are proposed for houses, whilst flats will benefit for electric heating and hot water supplied by air source heat pumps (ASHPs). In addition, PV panels are proposed on the roofs of all the apartment buildings. This results in site wide regulated carbon emissions savings of greater than 19% beyond building regulations. This goes significantly beyond the requirement to meet building regulations, as secured under the outline consent, meeting instead the new requirements of emerging local plan policy. The approach to energy saving and carbon reduction is therefore strongly supported. Recommended conditions 8 and 9 require detail of the location, appearance, form and technical specification of the PV panels and ASHPs in order to ensure these comply with the proposals set out in the Energy Statement and that they will not compromise the appearance of the dwellings.
- 6.78 With regards to water consumption, a range of measures are set out in the energy statement, which will limit total internal water consumption to 104.20 litres per day, with a total water consumption of 109.20 litres per day. This is slightly less than the requirement of building regulations, and therefore meets the requirements of the Water Conservation Plan secured under the outline consent. In addition, all houses are to be supplied with 200l water butts, to further save water. This approach is supported. Recommended condition 16 requires the provision of water butts prior to occupation of the relevant dwelling.

- 6.79 The Energy Statement is recommended as an approved document under condition 2, thereby ensuring that the proposed water and energy saving measures will be enacted. Subject to this condition, the development is considered acceptable with regards to energy and water saving measures.

Housing Standards/Amenity

- 6.80 The NPPF states that Local Planning Authorities should avoid granting consent for development which would give rise to significant adverse impacts on health and quality of life and should mitigate and reduce to a minimum other adverse impacts arising from new development. Policy DP5 of the DDPP seeks to ensure developments are compatible with residential functions and would not harm their amenity by potentially harmful factors including overshadowing, overlooking causing loss of privacy, and intensity of use.
- 6.81 The Nationally Described Space Standards (NDSS) were introduced by the Government in March 2015 as part of a revised approach to provide technical standards to drive the provision of quality housing throughout the country. Dartford's Core Strategy policy CS17 requires housing to provide internal spaces that are appropriate and fit for purpose and have adequate internal storage and recycling storage space, whilst policy CS18 requires developments to provide the maximum amount of practical proportion of homes built to Lifetime Homes standards (although the emphasis on Lifetime Homes changed as a result of the Government's Housing Standard Review in 2015). Policy DP8 of the DDPP identifies that the design of new residential development will only be permitted where dwellings meet Nationally Described Space Standards unless clearly shown to be unnecessary or unviable due to site specific circumstances. In particular reference to the Garden City, the DDPP sets out 'the EDC consider sufficient internal space in dwellings is an essential prerequisite necessary to provide quality sustainable housing in all the new communities being created in the Ebbsfleet area' (para. 9.45). Emerging policy M1 of the pre-submission Dartford Local Plan (to which a limited degree of weight can be attached) requires new development to clearly meet or exceed nationally described space standards.
- 6.82 The quality of amenity for future residents is also identified in Core Strategy policy CS17 through secure arrangements for management and maintenance of communal areas; useable private amenity space, usually provided as a garden in family houses and a balcony, patio or roof garden in flats; and high quality communal open space. This is re-iterated in policy CS18 specifically in respect of flats which requires that the accommodation is designed to a high quality, with the provision of private amenity space, such as balconies or roof gardens, wherever possible; and provision of outdoor and/or indoor communal space. The AMP identifies standards to be applied to high density living conditions, such as compliance with the NDSS.
- 6.83 The proposal is in full compliance with the NDSS, with all units meeting the requisite size and storage standards. Some house types go well beyond minimum requirements, including provision for spaces such as a utility room. This is supported.
- 6.84 In terms of layout, it is considered that the proposed development has been well thought through. It maximises the potential of the site whilst ensuring a high level of amenity for all residents. Plots have been laid out to ensure a good degree of defensible space and a good level of outlook. Some initial concerns were raised by the EDC and DBC with regards to potential issues of overbearing and poor relationship of some plots with each other. Such issues have been addressed through measures such

as alterations to building form and improved boundary treatments. Some properties have relatively short 'back to back' distances, of around 15m. However, such instances are few and the separation distances are not considered so minimal that issues associated with loss of privacy would arise. Therefore, it is considered that the layout and building design allow for a good standard of amenity.

- 6.85 Units along the southern edge of the site have been positioned away from the education campus boundary to maintain suitable distance in respect of safeguarding. Furthermore, regarding the education campus, the only overlooking from parcel 5a is onto sports fields not buildings. The relationship of this site with other development parcels and nearby Swanscombe is positive, with no issues of overbearing or overlooking identified.
- 6.86 Each house benefits from its own private garden, with a range of garden sizes provided. It is considered that these are appropriately sized proportionate to the relevant dwelling, to suit the differing needs of future occupants. Each flat will be provided with its own private balcony. Each being 5-7 sqm, these are generously proportioned and ensure very good provision of private outdoor amenity space for residents of the flats. In addition to the provision of private outdoor space, residents will benefit from the provision of the pocket park in the centre of the site, as well as access to the much larger parks and open spaces adjacent to the site.
- 6.87 All units within the proposed development offer dual aspect living accommodation. This helps to maximise ventilation, thereby reducing the potential for overheating, and also maximising daylight/sunlight into the dwellings. Residents will further benefit from varying outlook onto the surrounding areas. The proposed layouts are therefore supported in this regard.
- 6.88 As required by condition 28 of the outline planning consent, a noise assessment was submitted as part of the application. This shows that noise levels in private amenity spaces are compliant with aspirational levels. Where it was considered that potential noise issues could arise within dwellings, measures have been set out to mitigate these. Performance requirements for glazing and ventilators are presented and detailed calculations shown to verify the acceptability of the proposed design recommendations. Environmental Health have reviewed the noise report and raised no objection to the application, subject to the provisions of the noise report being implemented in full. The noise report is therefore included within the approved plans of recommended condition 2. On this basis, it is accepted that residents will be adequately protected from excess noise intrusion, thereby maintaining a high standard of amenity.
- 6.89 Overall, it is considered that residents will benefit from a high standard of amenity, with all units benefitting from private outdoor space, NDSS compliance and dual aspect, with no issues with overlooking or noise. It is also considered that the scheme has been designed appropriately, so as not to negatively impact neighbouring amenity. The proposed development is therefore considered acceptable with regards to housing standards and amenity.

Building for a Healthy Life

- 6.90 A Building for a Healthy Life (BFHL) assessment of the scheme has been undertaken by EDC officers. BFHL is a design tool to measure and assess good design for new homes that is supported by the housebuilding and architectural industries as well as Government and Local Authorities.

- 6.91 The development is considered to perform excellently against the 12 BFHL questions, achieving almost full compliance, with 11 greens and 1 amber. The proposals will contribute to a high-quality sustainable travel network and provide a highly attractive scheme in terms of landscaping and architecture. The amber scoring question relates to the 'Homes for Everyone' category. The EDC seek to maximise the proportion of homes built to M4(2) standard, but the scheme achieves a figure of 34%. This is disappointing but, as stated in the section on accessibility above, this exceeds the minimum requirements of the outline consent and, on balance, is not considered detrimental to the overall design quality.
- 6.92 Overall, therefore, it is pleasing to see that the scheme performs very well on the BFHL assessment. The proposal complies with all minimum requirements of the outline consent with regards to the concerns raised. On this basis, the result of the BFHL assessment is acceptable.

Other Matters

Environmental Impact Assessment –

- 6.93 The outline permission was identified as being EIA development and the requisite assessments made. It follows that subsequent applications made pursuant to the outline permission (including Reserved Matters such as this application) are also in respect of EIA. However, it is EDC officers' opinion that all matters pursuant to EIA in respect of EQ have been satisfactorily identified and assessed as part of the outline permission application process (as there are no known environmental factors coming to light since its completion), the EIA remains compliant with current planning policy and legislation, there have been no significant new considerations that have arisen since the EIA was completed and a further Environmental Statement is therefore not required as a result of this application.

Habitats Regulation Assessment –

- 6.94 Article 6(3) of the Habitats Directive requires screening to be undertaken on a precautionary basis to assess the likelihood of impact on a protected site without regard to any proposed mitigation. Where a likely impact is established, an Appropriate Assessment will be required and mitigation taken into account.
- 6.95 Policy DP25 of the DDPP requires large residential developments located within 10km from the North Kent European Protected sites (that are located outside the Borough) to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features.
- 6.96 In this instance the development is situated within 10 km 'as the crow flies' from North Kent European sites and is therefore likely to impact on the Thames Estuary and Marshes Special Protection Area (SPA).
- 6.97 An assessment of the likely impacts from the development at EQ was undertaken at the time of the outline permission. The S106 in relation to Alkerden (and Ashmere) therefore sets out a negative restriction on any development, prohibiting implementation of a planning consent without payment of a tariff based financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS) – currently £16.92 per dwelling – which pools money from local authorities to spend on measures to mitigate recreational disturbance as a result of new development.

- 6.98 Following a recent court judgment, it is considered that an assessment carried out under an outline consent may not necessarily be sufficient to be taken through to reserved matters applications. Therefore, to ensure robust decision making, an appropriate assessment was carried out to consider the impact of this proposal on the SPA. Both this assessment and Natural England confirm that a SAMMS payment, as set out under the outline assessment, is required mitigation in this instance.
- 6.99 The S106 has been completed and is enforceable against the land. A separate unilateral undertaking from the applicant for payment of the contribution is therefore unnecessary.

Archaeology –

- 6.100 Condition 26 of the outline permission requires that details of foundations are provided with any detailed application to ensure that no harm is caused to any archaeological interest. Investigation of archaeological potential at Eastern Quarry has already been examined in association with conditions 13 and 14 of the outline permission and the Historic Environment Framework which was approved under the outline permission. This Framework identifies the application site is located within an area of 19th/20th Century quarrying which was excavated to significant depths. It therefore concludes that there is no potential for redeposited or undisturbed Palaeolithic remains or any potential for remains of other periods. Since this has already been identified by approved documents pursuant to the outline permission and groundworks have already been carried out at the site, it is not considered necessary that foundation designs are required since no harm would arise, particularly at that depth. It is therefore considered that the application of condition 26 is not appropriate in this instance and foundation designs have not been requested.
- 6.101 KCC Heritage initially requested additional information on the application as it showed detail of landscaping in an area with potential for archaeological remains. However, the applicant confirmed that this area was outside of the red line boundary and did not form part of the application. KCC Heritage were re-consulted on this basis, but no response was provided. It is therefore considered that no further information is required with regards to this matter.

Ecology –

- 6.102 The details of ecological works, mitigation measures and monitoring have been secured under the outline permission. On-site and future works are being monitored by KCC Biodiversity Officers. The relevant ecological mitigation and site clearance has already been carried out at the site and this application relates only to the built footprint of the Alkerden area. In this instance, however, an ecological review note was provided by the applicant which set out that cleared land had become re-vegetated. It therefore has potential to contain reptiles and amphibians, which cannot be disturbed in cold weather. Following discussion with KCC Ecology, a pre-commencement condition has been agreed with the applicant which requires the completion of precautionary mitigation works prior to the commencement of any development on site.
- 6.103 Within the ecological review note, it was further set out that bird and bat boxes should be included within the scheme. A core principle of the NPPF is that new development should maximise opportunities to improve biodiversity. As such, KCC ecology have suggested a condition, which has been recommended within this report, for the inclusion of bird and bat boxes.

- 6.104 The site is located adjacent to an area of strategic open space, which is likely to contain number of nocturnal species such as bats and dormice. Such species could be negatively impacted by overspill from streetlighting. On the recommendation of KCC Highways and KCC Ecology, it has therefore been agreed with the applicant that a streetlighting dimming regime will take place during the early hours of the morning, details of which are set out in the lighting documents recommended for approval under condition 2. An informative has also been included within the recommendation to highlight this matter.
- 6.105 Subject to these conditions, it is considered that suitable ecological mitigations are in place and the development is acceptable with regards to any ecological impact.

Water Supply –

- 6.106 Concern was raised by Thames Water that the existing water supply network would be insufficient to meet the requirements of the development. They suggested a condition to ensure that this matter is fully addressed prior to the occupation of dwellings. It is the statutory duty of Thames Water to ensure sufficient water supply. The applicant does not have control over the speed that Thames Water meet this duty and it is not considered appropriate to include such a condition. Nonetheless, the applicant has been encouraged to work with Thames Water to ensure that any issues are resolved promptly, prior to occupation.

Drainage –

- 6.107 A strategy for the general handling of surface water and foul water has been secured by the Water Management Plan under the outline permission. Proposals for detailed design are required to accord with the strategy set out in this document which identifies surface water discharged into the lakes to the south of the site before being pumped through Craylands Gorge to be discharged into the Thames in accordance with agreements with the Environment Agency.
- 6.108 Drainage plans have been submitted with the application. KCC have been consulted, as LLFA, and raise no objection to the proposal in respect of surface water.
- 6.109 Water and sewerage services are provided by Independent Water Networks Limited (IWNL) in accordance with agreements made by the sitewide landowner. Southern Water have acknowledged this arrangement as part of the consultation for this application and have confirmed there is an inset agreement/NAV agreement in place between Southern Water and IWNL against which connection/discharge points to the public network and agreed discharge flow rates are agreed. They raise no objection to the proposal.
- 6.110 Therefore, it is considered that matters relating to drainage and flooding have been adequately addressed and that the proposed development will not give way to increased risk of flooding.

Broadband –

- 6.111 A Utilities Framework has been secured under the outline consent as strategic documents for the whole of EQ in accordance with condition 16. The report identifies super-fast Fibre to the Home (FTTH) will be installed to offer broadband and television services and terrestrial digital Freeview. Service providers would have the option of renting/leasing circuits on the GTC fibre network which enables the occupants the possibility to choose their own service providers since there is no exclusivity

agreement. The broadband access will be gigabit capable in the interests of futureproofing and will be installed to each property prior to occupation, providing good connectivity and enabling residents to work from home, thereby reduction demand on travel.

- 6.112 Since provision is secured under the outline consent, no further controls are required under this reserved matters application.

Condition 25 : Outstanding Issues –

- 6.113 All relevant matters listed in condition 25 of the outline permission (in relation to details required for reserved matters applications) have been addressed in the application and there are no outstanding issues.
- 6.114 The final detail design of some of the items, such as specific materials for the external appearance of the houses and apartments, boundary designs, hard landscaping, cycle storage and external lighting can be secured by condition.

Local Employment –

- 6.115 An Employment Action Plan is secured under the S106 of the outline permission which requires the Owner to use reasonable endeavours to implement a plan from implementation to completion of the development to encourage the employment of local residents and local companies as a contribution to the regeneration of the local economy. The EDC is working with the major landowner to help implement the effective implementation of this plan in line with EDC objectives for local employment.

7.0 FINANCIAL CONSIDERATIONS

- 7.1 Whilst this is not material to the decision, financial benefits will accrue to the area if permission is granted. The Government wishes to ensure that the decision-making process for major applications is as transparent as possible, so that local communities are more aware of the financial benefits that development can bring to their area. In this area the following benefits to the public purse accrue from development - New Homes Bonus and Council Tax for new dwellings.

8.0 HUMAN RIGHTS

- 8.1 The application has been considered in the light of the Human Rights Act 1998 and it is considered that the analysis of the issues in this case, as set out in this report and recommendation below, is compatible with the Act.

9.0 PUBLIC SECTOR DUTY

- 9.1 In determining this application, regard has been had to the Public Sector Equality Duty (PSED) as set down in section 149 of the Equality Act 2010, in particular with regard to the need to –
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and

- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. It is considered that the application proposals would not undermine objectives of the Duty.

9.2 It is considered that the application proposals would not conflict with objectives of the Duty.

PLANNING ACTIVITY REPORT

1. Background

- 1.1 The Ebbsfleet Development Corporation, as a Local Planning Authority, has a requirement to collect and submit data to the Department for Levelling Up, Housing and Communities (DLUHC) on the time taken to determine planning applications and the quality of decisions.
- 1.2 The latest planning performance thresholds were published in an update to the 'Criteria for Designation' in December 2020. These ran up until the period ending September 2021 and no further thresholds have been published. However we have continued to monitor our performance against the previous criteria.
- 1.3 The performance thresholds we have used for the period are: -
 - Speed Major Developments: to determine 60% of applications within 13 weeks.
 - Speed Non-Major Developments: to determine 70% of applications within 8 weeks.
 - Quality Major Developments: to have no more than 10% of appeals overturned
 - Quality Non-Major Developments: to have no more than 10% of appeals overturned
- 1.4 It should be noted that the quality of decision making in relation to appeals is calculated on the basis of the number of schemes overturned in the context of the overall number of decisions made by an authority during the assessment period.
- 1.5 This paper provides EDC Planning Committee with the statistics for Q3 of 2021/22.

2. Statistics

- 2.1 Annex A contains a series of charts showing data concerning the determination of planning applications.
- 2.2 Figure 1 shows the number of applications received and determined for the year by quarter. During the period 1 October 2021 to 31 December 2021 the Corporation received 15 planning applications which fall within the statutory returns. During this same period, the Corporation determined 8 such planning applications.
- 2.3 Applications can be subject to a bespoke determination timescale which is agreed between the applicant and the local planning authority. These can be in the form of a Planning Performance Agreement (PPA) or a Planning Extension Agreement (PEA).
- 2.4 Figures 2 & 3 show performance against the targets for major and non-major applications set out in para 1.3.

The overall performance for the period 1 October 2021 to 31 December 2021 is:

- 'Major application' within time or within time agreed is 100%.
- 'Non-major applications' within time or within time agreed is 100%.

The overall current annual performance is:

- 'Major application' within time or within time agreed is 90%.
- 'Non-major applications' within time or within time agreed is 96%.

2.5 The EDC received no planning appeal decisions during the quarter.

3. Advice and analysis

3.1 This report is submitted for information and enables EDC planning committee to monitor the work of the planning team.

3.2 It should be noted that the activity outlined in these performance statistics relates to only those applications which are covered under the statutory reporting process. EDC considers a substantial number of condition discharge applications and non-material amendments which do not get captured in these numbers.

3.3 The overall activity for the quarter including those applications not formally reported and pre application shows 49 being received and 59 being determined.

4. Financial and legal implications

4.1 Planning income for October 2021 – December 2021 is £11,521.00 Annex B, Figure 1 shows the planning application fees received.

The quarterly breakdown is given as follows:

- Apr - Jun 2021 = £159,657
- Jul - Sep 2021 = £83,624
- Oct – Dec 2021 = £11,637

4.2 If the Local Planning Authority is designated as non-performing then applicants would have the choice of submitting applications to the Planning Inspectorate, which would include the fee. This would not only take control away from the Corporation but would reduce income.

4.3 There are no legal implications arising directly from this report.

5. Recommendations

5.1 This report is submitted for information to assist the committee in monitoring Development Management activity and therefore there are no recommendations for the committee to consider.

Annex A: Applications

Figure 1: Number of applications received and determined per quarter

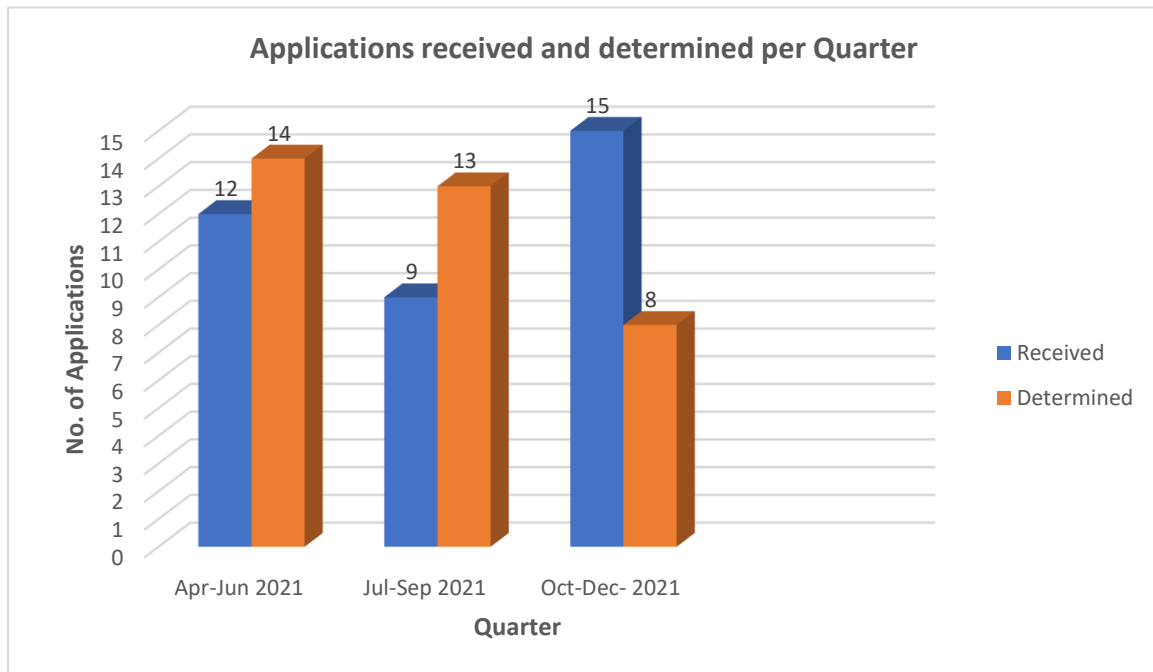


Figure 2: Percentage of Major Applications determined against the statutory performance target per quarter.

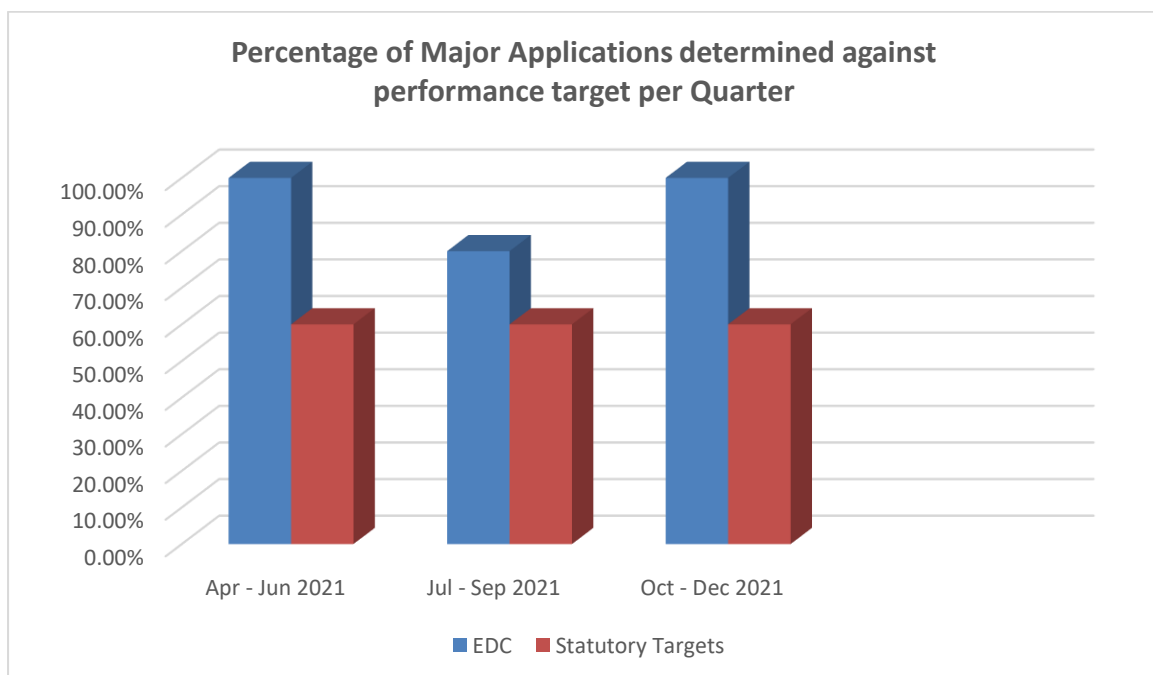
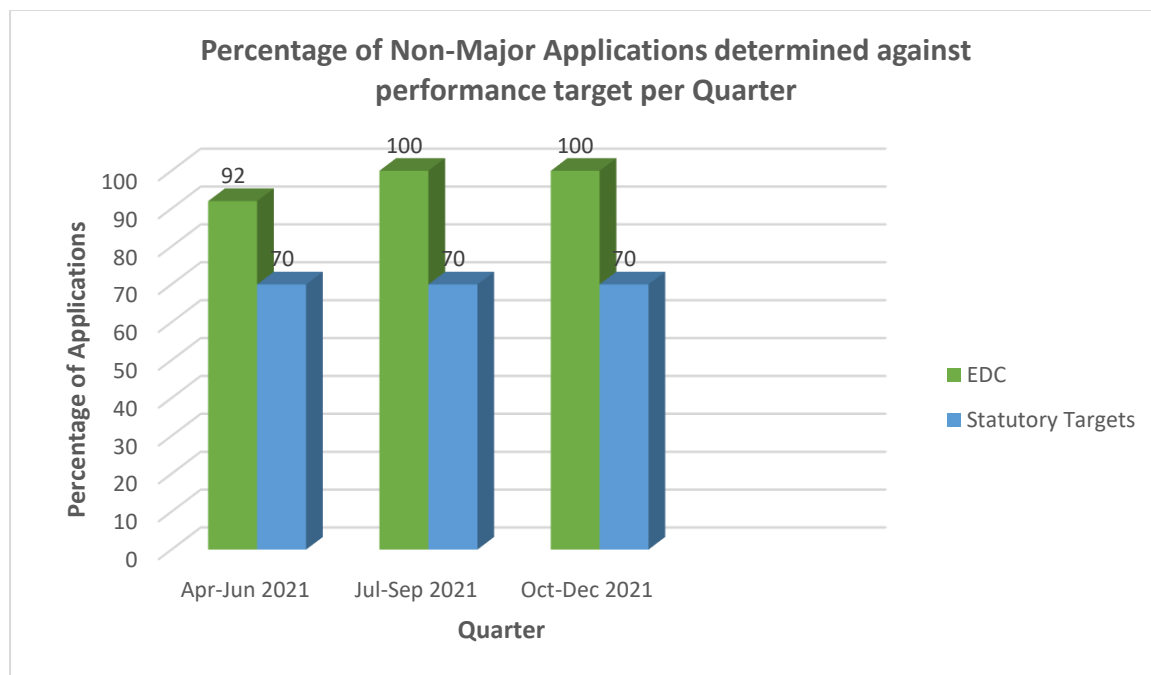
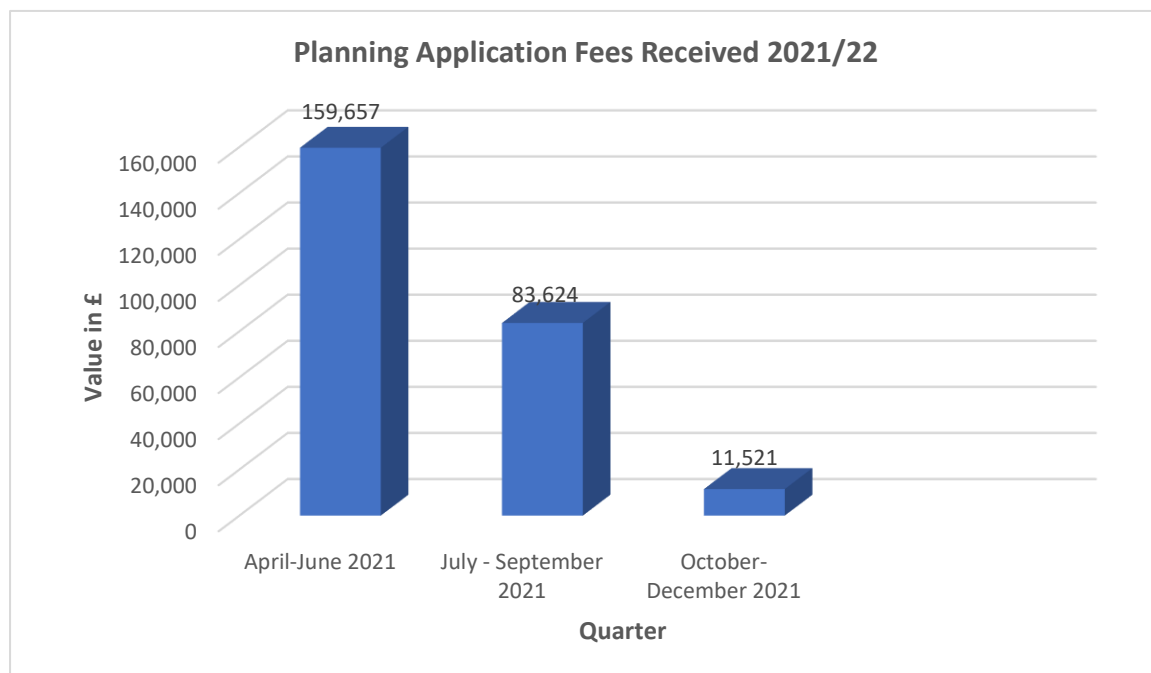


Figure 3: Percentage of Non-Major Applications determined against the statutory performance target per quarter.



Annex B: Planning Fees

Figure 1: Planning application fees received per quarter.



LIST OF APPLICATIONS DETERMINED UNDER DELEGATED POWERS

Period for Report: 1 December 2021 – 31 January 2022

EASTERN QUARRY:

Application Reference: EDC/21/0129

Decision Date: 17 December 2021

Location: Parcel B, Castle Hill, Ebbsfleet Valley, Kent

Applicant: Taylor Wimpey UK Ltd

Proposal: Part discharge of condition 4 (M4(2) compliance) pursuant to reserved matters permission EDC/19/0090.

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/21/0115

Decision Date: 20 December 2021

Location: Castle Hill South (Linear Park), Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Eastern Quarry Ltd

Proposal: Discharge of Condition 3 (K and L) pursuant to reserved matters approval EDC/17/0164 in relation to street and external lighting.

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/21/0170

Decision Date: 22 December 2021

Location: Ashmere (Western Village), Eastern Quarry, Swanscombe, Kent

Applicant: Countryside Clarion (Eastern Quarry) LLP

Proposal: Application for the approval of condition 12 attached to planning permission reference no. EDC/17/0164 relating to details of the design, appearance and accessible access for the bird hide.

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/21/0144

Decision Date: 22 December 2021

Location: Ashmere, Eastern Quarry, Watling Street, Swanscombe, Kent, DA9 9JP

Applicant: Eastern Quarry Ltd

Proposal: Discharge of condition 3, part (i) (Landscape Management Plan) pursuant to reserved matters approval reference no EDC/20/0021.

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/21/0198

Decision Date: 05 January 2022

Location: Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Eastern Quarry Ltd

Proposal: Discharge of condition 5 pursuant to planning permission EDC/21/0093 in relation to ecological enhancement and management plan.

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/21/0101

Decision Date: 13 January 2022

Location: Parcel C - Castle Hill, Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Taylor Wimpey UK Ltd

Proposal: Discharge of conditions 4 (Part M4(2)), 5 (Sample materials), 6 (Refuse Storage), 7 (Landscape details), 8 (Electric vehicle charging) & 13 (Cycle parking) pursuant to reserved matters approval EDC/19/0090.

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/21/0197

Decision Date: 19 January 2022

Location: 8 Merriall Close, Castle Hill, Ebbsfleet Valley, DA10 1BH

Applicant: Mr Daniel Moore

Proposal: Installation of dormer roof extension to rear of dwelling, alteration to roof form and installation of 3no. front roof lights.

Ward: Ebbsfleet

Decision: Refused

Application Reference: EDC/21/0215

Decision Date: 21 January 2022

Location: Parcels G, H, J & K - Castle Hill, Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Chartway Group Ltd

Proposal: Non-material amendments to reserved matters approval EDC/19/0104 to allow the relocation of one visitor parking space and the parking spaces that serve plots 78 and 79.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/21/0094

Decision Date: 27 January 2022

Location: Ashmere Parcel 2, Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Eastern Quarry Ltd

Proposal: Partial discharge of condition 34 - Parts 2 and 3 (contamination) pursuant to outline planning permission EDC/17/0048 in relation to Ashmere Phase 2.

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/20/0144

Decision Date: 27 January 2022

Location: Ashmere Phase 1, Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Eastern Quarry Ltd

Proposal: Partial discharge of condition 4 (Parts A-I) attached to planning permission reference no. EDC/19/0196 relating to the details and samples of materials.

Ward: Ebbsfleet

Decision: Condition Discharged

EBBSFLEET GREEN:

Application Reference: EDC/21/0137

Decision Date: 17 December 2021

Location: Ebbsfleet Green Primary School, Ackers Drive, Weldon, Ebbsfleet Valley, DA10 1AL

Applicant: Kier Construction (Southern) Ltd

Proposal: Discharge of condition 11 (Surface Water Drainage Verification Report) pursuant to reserved matters approval EDC/20/0051

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/21/0007

Decision Date: 17 December 2021

Location: Ebbsfleet Green Primary School, Ackers Drive, Weldon, Ebbsfleet Valley, DA10 1AL

Applicant: Kier Construction (Southern) Ltd

Proposal: Discharge of condition 5 (scheme of soft landscaping and a landscape management plan) pursuant to reserved matters approval EDC/20/0051.

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/18/0163

Decision Date: 26 January 2022

Location: Northfleet West Sub Station, Southfleet Road, Swanscombe, Kent

Applicant: Redrow Homes Limited

Proposal: Application for the approval of Conditions 3, 4, 5 & 6 attached to planning permission EDC/18/0153 relating to details and samples of external materials, hard and soft landscaping and surface water drainage.

Ward: Ebbsfleet

Decision: Condition Discharged

Northfleet West:

Application Reference: EDC/21/0067

Decision Date: 03 December 2021

Location: Land At Former Northfleet Cement Works, The Shore, Northfleet, Gravesend, Kent, DA11 9AN

Applicant: Bellway Homes Ltd

Proposal: Partial discharge of condition 26 (Community Development Strategy) pursuant to outline planning permission EDC/16/0004 relating to development on the residential part of the site only.

Ward: Northfleet North

Decision: Condition Discharged

Application Reference: EDC/21/0138

Decision Date: 07 January 2021

Location: Land At Former Northfleet Works, The Shore, Northfleet, Gravesend, Kent, DA11 9AN

Applicant: Bellway Homes Ltd

Proposal: Application for non-material amendment to outline planning permission reference EDC/16/0004 to amend the wording of condition 7 to allow development on parts of the site to be commenced in advance of approval of the site-wide Phasing and Implementation Plan.

Ward: Northfleet North

Decision: Approved Subject to Conditions

SWANSCOMBE PENINSULA:

Application Reference: EDC/21/0100

Decision Date: 24 January 2022

Location: Westgate Power Land At North Side Of Galley Hill Road, Northfleet, Gravesend, Kent, DA11 9SW

Applicant: AMP Energy Services Limited

Proposal: Discharge of condition 4 (Sustainable Surface Water Drainage) pursuant to planning permission reference no. EDC/20/0042.

Ward: Greenhithe & Knockhall

Decision: Condition Discharged

Supplementary Report

EDC Planning Committee – 16th February 2022

This report provides supplementary information following the publication of the main report, for consideration by committee members in determining the applicable application.

Agenda Item 05 – EDC/21/0128

Amendment to officer's recommendation and inclusion of an additional condition on lighting design

Since the publication of the main report, a minor amendment has been made to the wording of the officer's recommendation. This previously read as follows:

"Approval subject to:

- i) clarification on the extent of adoption of roads by Kent County Council; and*
- ii) the following planning conditions with delegated authority to the Chief Planning Officer to make minor changes to the wording:"*

The officer's recommendation now reads as follows:

"Approval subject to the following planning conditions with delegated authority to the Chief Planning Officer to make minor changes to the wording:"

The reason for this change is set out below:

Service margins provide a maintenance space around streetlights and KCC generally have a requirement that these should be 800mm wide. The latest lighting proposal included four streetlights on the northern laneway (locations LC6, LC7, LC8 and LC9) which propose a service margin width of 450mm, given space constraints on site. KCC have accepted this in two other instances on site but have not yet confirmed accessibility with regards to these locations. If they do not accept the slight reduction in width, they may not adopt this section of highway as currently proposed. On this basis, the original recommendation had made provision for non-adoption as a fallback, with the hope that KCC would accept a reduction.

Non-adoption of the highway is not, however, considered preferable. Therefore, a condition is recommended, which would enable the relocation of the relevant streetlights, so that greater service margins could be provided. This would provide for a solution, which is more likely to enable the adoption of this street. The newly recommended condition wording is as follows:

"Notwithstanding the details hereby approved, no development above ground floor slab level shall take place until details of a full lighting scheme have been submitted to and approved in writing by the Local Planning Authority. The full lighting scheme shall include the positioning, design and lux levels of the lighting columns, and shall provide for suitable amenity for residents and comply with highways standards (where applicable). The development shall be carried out in accordance with the approved plans and retained thereafter.

Reason: To ensure a satisfactory appearance to the development and ensure there are no conflicts between services and street furniture that would result in conflict in accordance with adopted Dartford Development Policies Plan Policies DP2."

The use of this condition would negate the need for clarity on the extent of adoption, which had originally been recommended, and is considered a preferable solution, which is more likely to enable the adoption of this street.

Amendment to Condition 2 (Approved Plans)

Within the list of approved plans, the revision number of two of the street elevations has been updated. Plan number A5A-BPTW-S01-ZZ-DR-A-2005 should be Revision C04, not C03. Plan number A5A-BPTW-S01-ZZ-DR-A-2004 should be Revision C05, not C04. This change amends two typos and does not impact on the appraisal or recommendation of the scheme.

Amendments to Conditions 14 and 15 (Visibility Splays)

Condition 15 set out that the development should not be occupied until pedestrian visibility splays have been provided. It was worded as follows:

“The dwellings hereby approved shall not be occupied until pedestrian visibility splays measuring 2m x 2m behind the footway on both sides of the private accesses with no obstructions over 0.6m above footway have been provided. The splays shall be maintained as such at all times.

Reason: In the interests of highway and pedestrian safety, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4.”

However, visibility splay drawings have already been provided and reviewed. These are listed in the approved plans under condition 2. It is therefore considered more appropriate to make a slight amendment to condition 14 on visibility splays, so that it also includes reference to the approved pedestrian visibility splays. It is therefore recommended that condition 15 be removed and condition 14 be amended as follows:

“The dwellings hereby approved shall not be occupied until the visibility splays and pedestrian visibility splays as set out in the approved Highways Technical Note (Mayer Brown, 27th July 2021, BHAlkerdenP5a) and the 2.4m x 3.3m Visibility Splay at Access and Amended Property Boundary plan (MBSK211220-01, rev. p1) have been provided. The splays shall be kept clear of obstructions over 600mm in height (measured from footway level) and maintained as such at all times.

Reason: In the interests of highway and pedestrian safety, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4.”

Planning Committee
16th February 2022



Parcel 5a, Alkerden
(Eastern Quarry)

EDC/21/0128

EDC/21/0128

Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for the erection of 182 dwellings and associated parking, open space and infrastructure.

Bellway Homes Limited (Kent Division)



Site Context

Eastern
Quarry



Site Location

Swanscombe

Alkerden Farm

Castle Hill Village
Centre

Central Green Zone

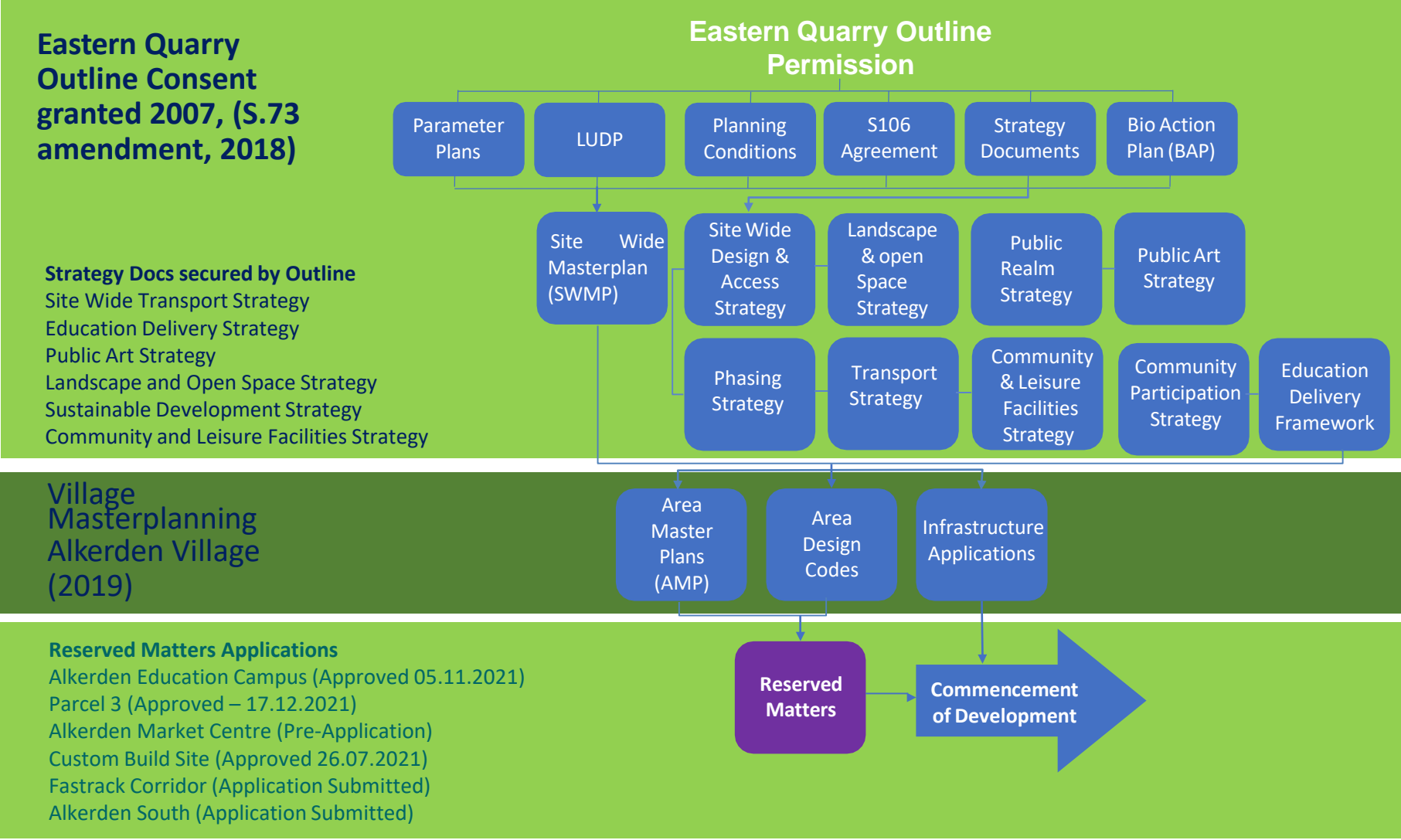
Custom Build
(Parcel 7)

Education Campus

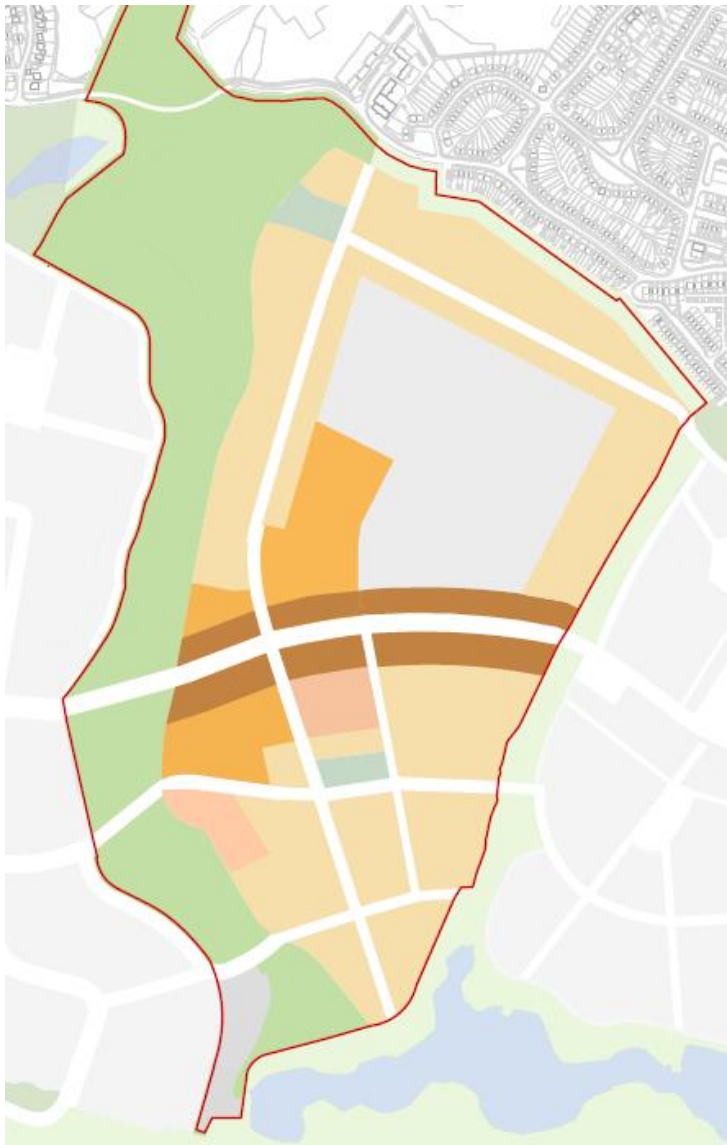


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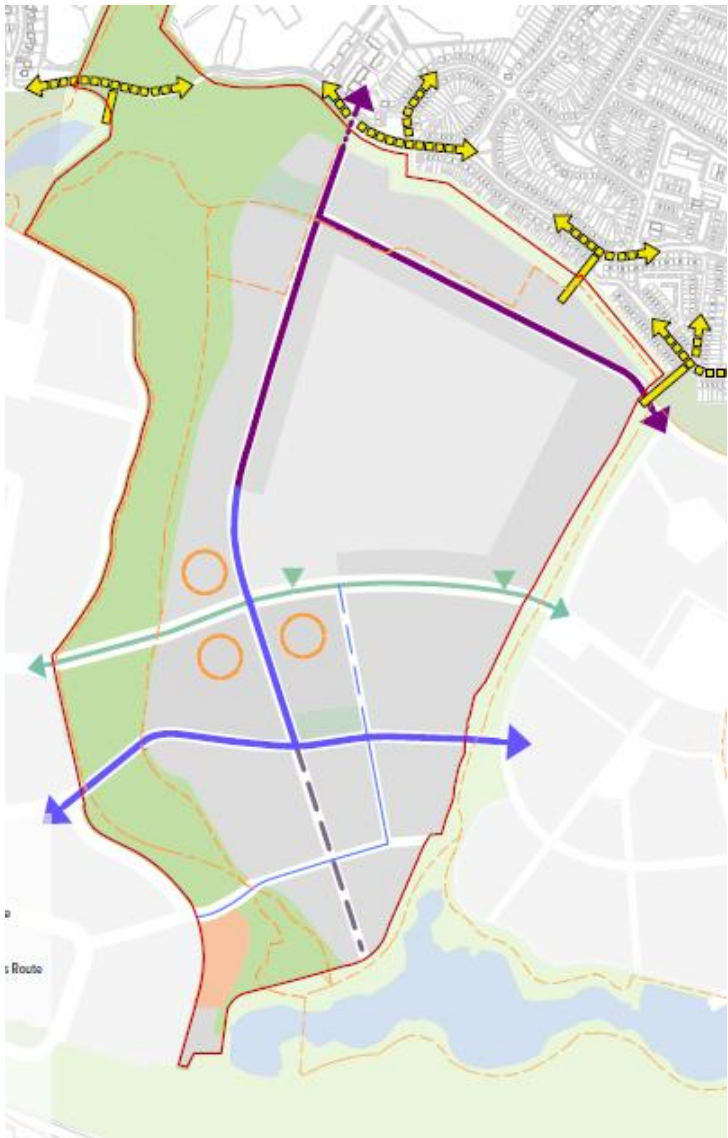
Eastern Quarry Outline Permission Structure



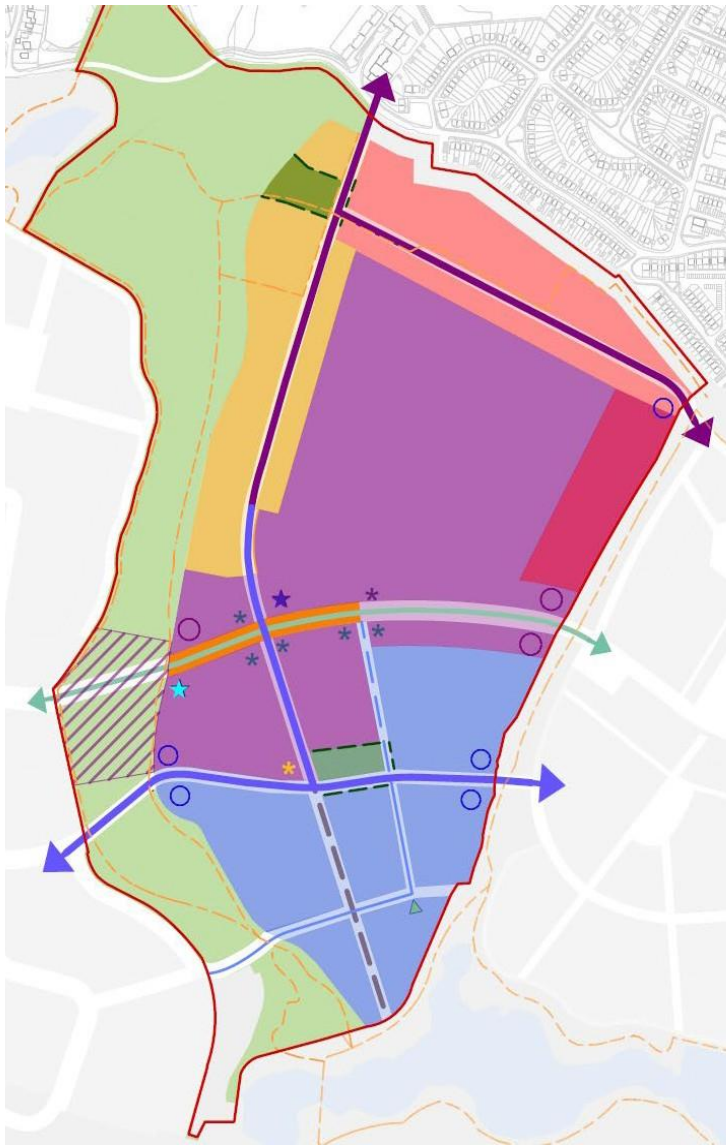
Area Masterplan & Design Code



2-3 storey, 30-60 dph development

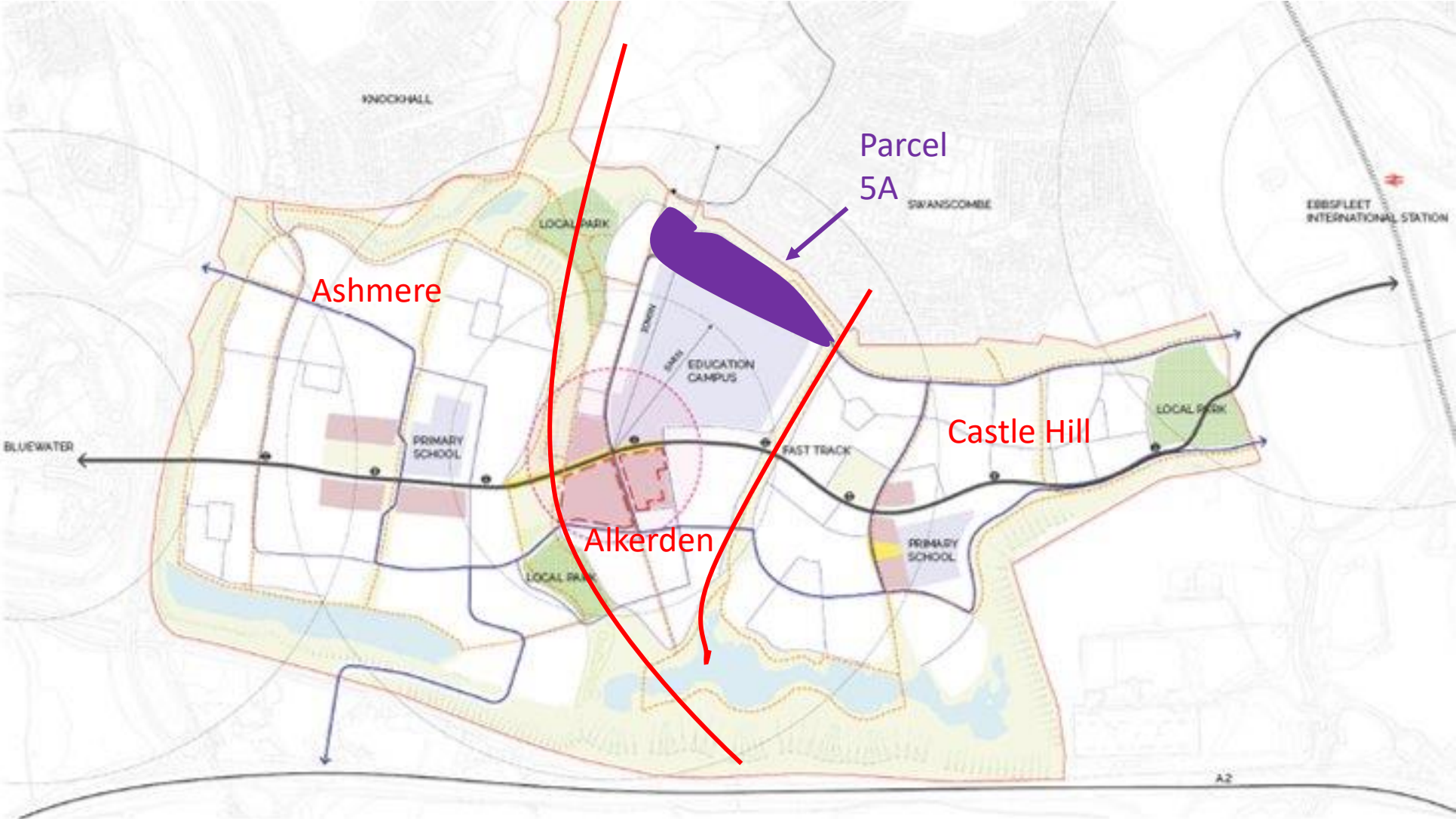


Fronts Primary Street, near Swanscombe bus link and Alkerden Market Centre



Swanscombe Edge Character Area

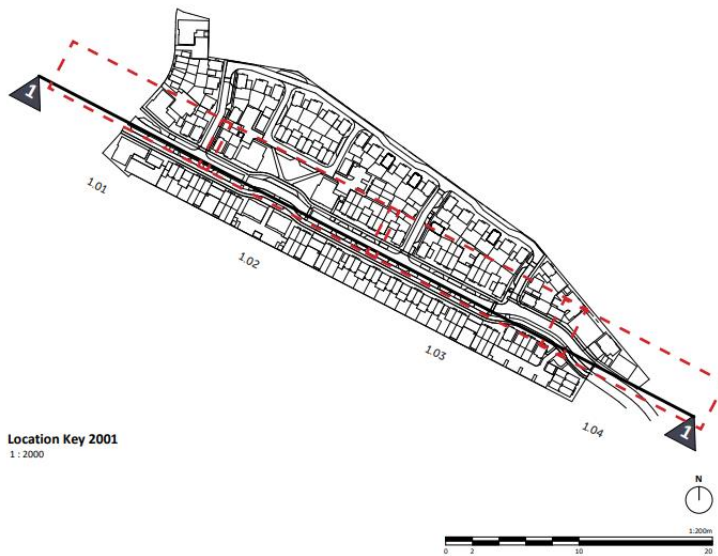
Site Wide Masterplan



Site Layout and Access

- **Street Hierarchy, as per AMP guidance:**
 - Primary Street
 - Mews Street
 - Lane (Shared Space)
- Two-way cycle track
- Mixture of Unit Sizes but predominantly 3 and 4 bed family sized houses, 2 bed flats
- Orientated onto:
 - Pocket Park
 - Alkerden Gateway
 - Alkerden Barn Park
 - Primary Street
- 1-3m Front Gardens
- Affordable Housing
 - 25% on-site, 5% off-site contribution
 - Tenure Blind





Elevation 1.02
1:200





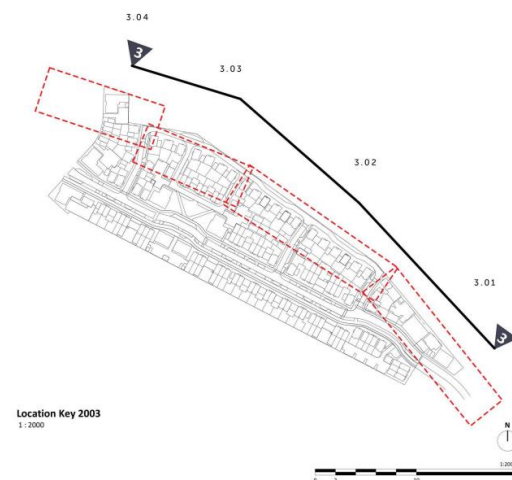
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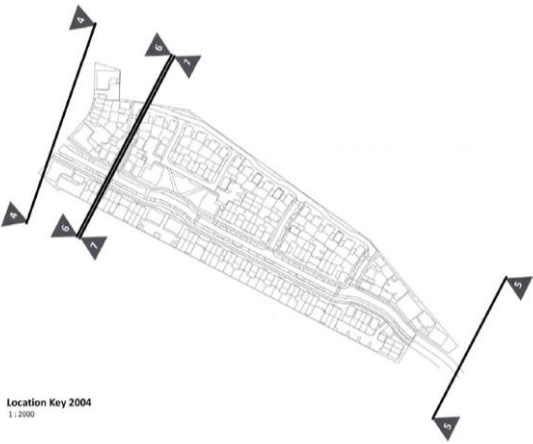


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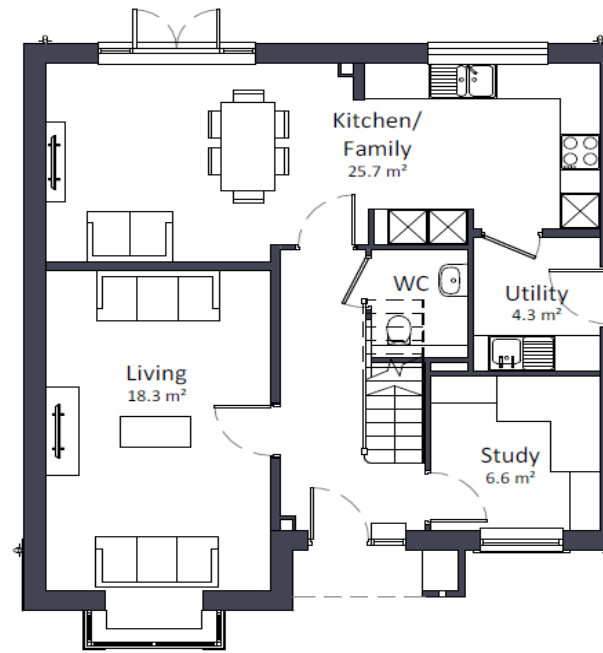
Elevation 3.03
1 : 200



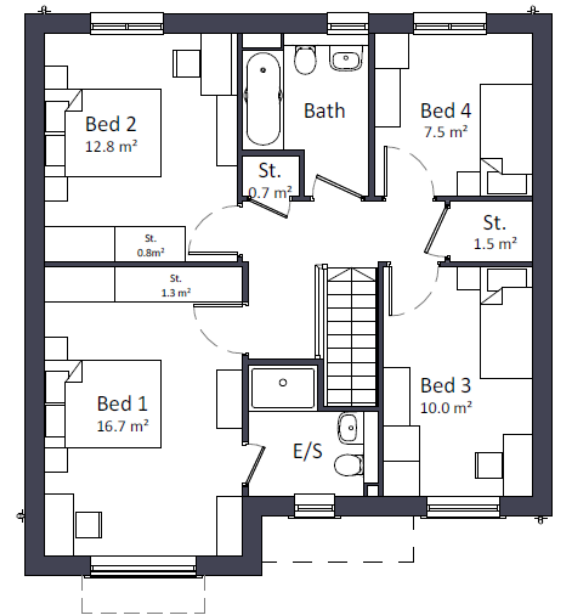


Example House Elevations and Floor Plan

- House Type 9 (located along northern lane)
- Market Sale
- 4 bedroom
- Hit and miss brick porch detail
- Large windows (including bay window and Juliet)
- NDSS compliant with plenty of storage
- Study and Utility Room



Ground Floor

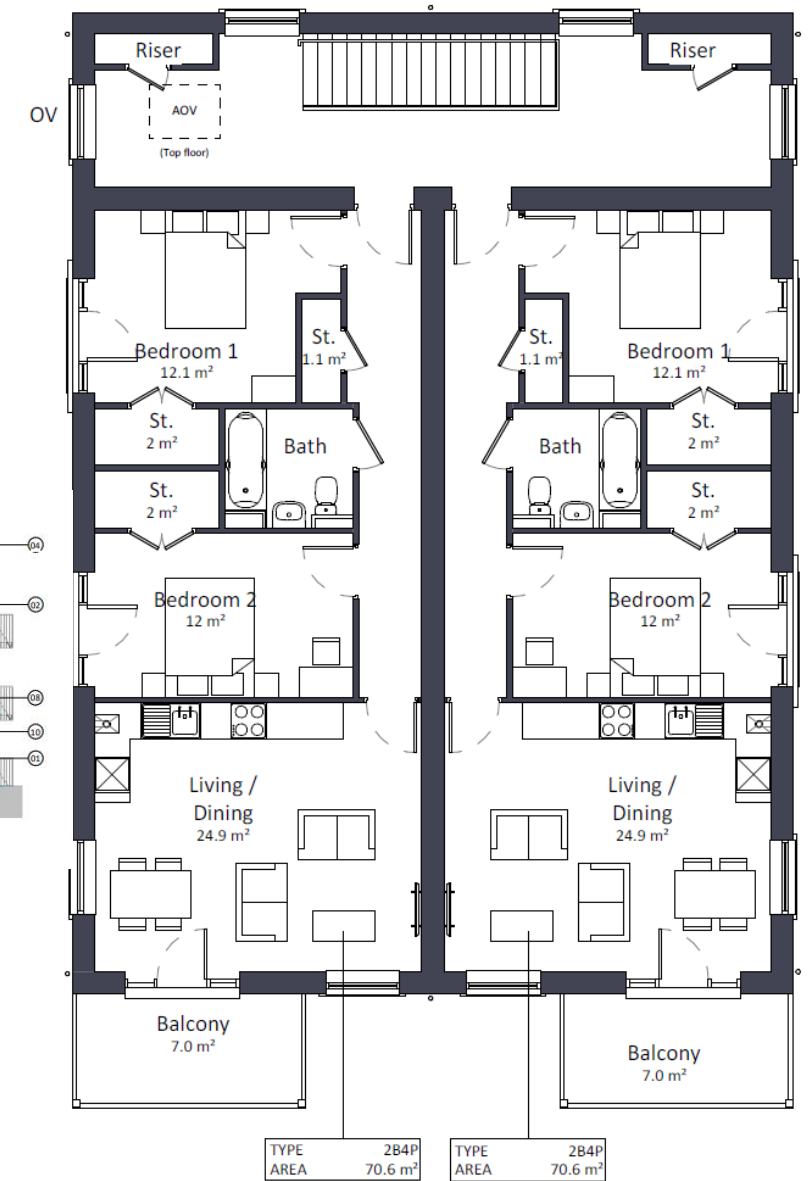


First Floor



Example Flat Elevations and Floor Plan

- Flat Block D (located by Alkerden Gateway)
- Affordable (Shared Ownership)
- 2 bedroom
- Spotted brick detail
- Balconies (All 5-7sqm)
- Dual Aspect and NDSS Compliant



Car, Cycle and Motorcycle Parking, EV Charging, Car Club



- Aligns well with PMP and STS requirements
- Car parking largely located off-street on-plot or in small parking courts, out of public realm
- All resident spaces have an EV charger
- Cycle Parking – 1 space per bedroom
- Car Club prior to occupation

Landscaping

- Orientation onto open spaces
- Multi-use Pocket Park:
 - Play space
 - Open Turf
 - Seating Areas
- Tree-lined streets
- Verge Planting
- Defensible Space
- Quality hard landscaping:
 - Cycle track
 - Shared surface



Sustainability

- Fabric first approach
- Highly efficient gas boilers for houses
- PV Panels and ASHPs for flats
- Exceeds requirements of outline consent
- 19% reduction in carbon emissions against 2013 building regulations, as per emerging DBC Local Plan policy
- Less than 110 litres water per person per day



Supplementary Agenda

- Revised recommendation
- New Lighting Condition
- Minor condition wording updates

Pre-Commencement Condition

- Ecology already assessed under outline consent
- Condition required as a precaution to ensure implementation of identified ecological mitigation measures



Farmhouses - Swanscombe Park Edge

