

Agenda Item 6

Reference: DA/15/01001/ECREM

Site Address: Northfleet West Grid Sub Station, Southfleet Road, Swanscombe, Kent

Proposal: Submission of reserved matters of siting, design, external appearance and landscaping pursuant to conditions 2, 19, 20, 21, 22, 26 and 43 of outline planning permission DA/05/00308/OUT for Phase 1 development of 180 residential units including details of streets, buildings and structures, car parking areas, open spaces, materials, noise mitigation and drainage (Amended description)(Amended plans)

Applicant: Redrow Homes

Parish / Ward: Swanscombe and Greenhithe Town Council / Greenhithe

RECOMMENDATION: Approve, subject to the following matters being delegated to the Chief Planning Officer for resolution:

- I. Drawing A671-25A and equivalent architectural site layout drawings are to be amended to show permeable paving in line with the recommendations of the Phase 1 Drainage Strategy and associated drawings hereby approved;
- II. Drawings in respect of flat Block B shall be amended to correct the elevation directional references (i.e. west should be east);
- III. Floor plans and drawings in respect of Block A flats (elevation C) should be amended to provide en-suite bathroom windows;
- IV. Details of the elevational treatment / design of the central gable of blocks C/D have been submitted to and approved in writing by the Local Plan.
- V. The sustainability statement shall be updated to show revised carbon saving calculations based upon the most up to date schedule of residential development, verifying the conclusions reached in respect of the use of photovoltaic technology and providing details as to the anticipated location of photovoltaic panels in the Phase 1 development, such details to be agreed.
- VI. In response to concerns raised by KCC Highways, an alternative tree specimen shall be agreed for planting along the central north-south avenue of the site, as a replacement of the current proposed species *tilla cordata greenspire*.

and the following conditions and informatives:

CONDITIONS

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

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following plans and documents, unless otherwise amended pursuant to conditions set out below:

Geoff Perry Architects Design and Access Statement (Dec 2015), drawings A671-006, -007, -008, -009, -010, -012, -013, -018A, -23A, -24A, -25A, -26A, -27A, -28A, -29A, -30D, -31, House Types/Garages/Bin and Cycle Store Drawings document, Liz Lake plans 1524A2-01N, -03F, -04G, -05F, -31, Residential Landscape Management Plan (Dec 2015), Planning Statement Dec 2015 (including WSP Car Parking Strategy Technical Note), National Space Standard Matrix Dec 2015, WSP (Drainage) plans 2392-P1-D-01-001D, -002D, -003D, WSP Drainage Strategy Document Phase 1 Residential/Infrastructure Dec 2015, Sustainability Statement June 2015, Tim Moya Method Statement for Construction (Sept 2014) and plans 23072-0-CD-51b, C50-01, C50-02, RSK – Assessment of Foundation Solution on Controlled Waters, Drawings 26326-L05-P1-Fig 1, -Fig 2, -Fig 3, Noise Mitigation Report Dec 2015.

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

3. The development hereby approved shall commence only where the necessary archaeological mitigation (including a programme of archaeological work according to a written scheme of investigation (WSI) to be approved by the local planning authority, which if appropriate could take the form of an archaeological watching brief) applicable to each stage of the works has been approved by the local planning authority in line with outstanding details to be approved pursuant to conditions 10 and 11 of the outline planning permission reference 05/00308/OUT. Any approved watching brief shall be implemented by an approved archaeologist to ensure appropriate recording of archaeological remains.

Reason: To ensure that features of archaeological interest are properly safeguarded in accordance with the provisions of the outline planning permission for the site and policy B12 of the Dartford Local Plan.

4. The development hereby approved shall not commence until a Stage 2 Road Safety Audit has been submitted to and approved in writing by the Local Planning Authority, in consultation with the local highway authority. The applicant shall also submit details in respect of refuse collection (including parking and turning of refuse vehicles), in respect of dwelling units 1-6 and 114-118 respectively. Amended plans shall be subsequently submitted to the local planning authority as formal

amendments to the relevant drawings listed in condition (1) above), as may be required by the approved Road Safety Audit. The development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety in accordance with policy T20 of the adopted Local Plan.

5. Prior to the first occupation of the development, details of lighting and television receivers as set out in condition 19 (l) and (n) of DA/05/00308/OUT shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the occupation of the first dwelling.

Reason: To ensure a high standard of design, public realm and highway safety in line with the approved site masterplan.

6. No development above foundation level shall take place until details and samples of roof tiles and hanging tiles to be used on the external surfaces of the dwellings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate appearance to the development in accordance with policy B1 of the adopted Local Plan.

7. The dwellings hereby approved shall not be occupied, until the area shown on the submitted layout as vehicle parking space / garaging has been provided, surfaced and drained. 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 1995 (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 and garaging.

Reason: Development without provision of adequate accommodation for the parking or garaging of vehicles is likely to lead to hazardous on-street parking policy B1 of Dartford Borough Local Development Framework – Local Plan – Saved Policies (2011).

INFORMATIVES

1. The submitted Area N10 Management Plan is not approved and all archaeological mitigation is to be determined and implemented pursuant to conditions 10, 11 and 33 of Outline planning permission 05/00308/OUT, and in line with the phased implementation required by Condition 3 above. The applicant should note the following comments from the County Archaeologist and ensure that these are addressed in subsequent submissions:

- The road junction and its adjacent earthworks extend outside the area covered by the archaeological areas set out in the Historic Environment Framework (HEF). This is contrary to previous discussions with the applicant's archaeological consultant and the area should therefore be covered by a brief extension to the HEF which briefly explains the archaeological potential of the area.
 - The proposed landscape planting involves some planting within areas N7 and N8 which are considered to be of high archaeological potential. The proposed planting in the area of the spine road also seems to extend outside the area already covered by the HEF. The extension to the HEF requested above should also therefore cover the area of the planting adjacent to N10, N9 and N8. Similarly at the southern end of the eastern side of the site there is a strip of land which is proposed for roadworks and/or planting but has not been dealt with in the HEF and should be briefly assessed to determine its archaeological potential.
2. The exact footway/cycleway connection point to the northern boundary of the application site with the existing public right of way and 'Eastern Quarry' development shall, when known, be added to the relevant site layout drawings hereby permitted and shall be submitted to the local planning authority for incorporation with the approved details, superseding existing approved drawings where necessary.
 3. The applicants are advised that subsequent phases of residential development are likely to be required to meet the Nationally Described Space Standards in line with draft policy DP8 of the Dartford Development Policies Plan Document (December 2015), as greater weight will apply to this policy as it progresses towards formal adoption as part of the statutory development plan.

BACKGROUND

The current application was validated on 2nd July 2015 and initially proposed reserved matters of siting, design, landscaping and external appearance for 186 dwellings and was inclusive of details required by condition 36 (landscape management for retained trees). However, the latter details were subsequently removed from this application at the request of Officers as they had already been separately registered under application reference 14/01529/ECCDNA and have since been approved.

The determination of the application has been delayed, partly as the submission was made prematurely, before details of archaeological evaluation, site masterplan, site phasing and public art strategy had been submitted and approved (pursuant to conditions 10 & 11, 12, 14 and 16

respectively. The outline planning permission is broken into a series of staged submission requirements to ensure that the necessary level of site evaluation and strategic site framework is established in advance of consideration of details. These preliminary approvals have now been issued as set out in the Planning History section below.

Notwithstanding the timing issues above, and in particular the need to approve a site masterplan (approved by EDC Committee in October 2015), the application has required a significant number of amendments to address officer concerns in respect of issues of poor street scene and public domain. This has derived principally from a lack of coherence in building layout, relative siting and scale of buildings, predominance of surface car parking, crossovers and hard surfacing and limited design interest/vertical emphasis to the flatted blocks. Following a series of meetings and re-submissions, the plans are now considered to be broadly acceptable, as discussed below.

The latest series of amended plans were received on 7th December 2015 and have been subject to re-consultation. Any comments received in the period after publication of this report and the Committee meeting will be reported in the update report or otherwise verbally to Members.

The Phase 1 Infrastructure reserved matters have been approved under officer delegated authority (application 14/01517/ECREM), which enables early delivery of the northern and southern sections of the spine road, associated earthworks, formation of the noise bund alongside the A2 corridor, the Local Park (including sustainable drainage (SuDS) features, LEAP and all associated planting. This permission has been granted subject to a series of conditions addressing outstanding detailed matters including prior approval of the overall Phase 1 Drainage Strategy (submitted with the current application), receipt of an updated Stage 2 Road Safety Audit and appropriate archaeological mitigation (including a details of a suitable watching brief) in line with outstanding requirements of conditions 10 and 11 of the outline permission.

SITE DESCRIPTION

The overall Ebbsfleet Green development site is approximately 38.0 hectares (ha) in area and lies to the south-east of Eastern Quarry. The approved site phasing strategy (14/01522) breaks up the residential development four phases, as shown on the plan appended to this report. A separate phasing plan addresses the delivery of infrastructure on the site, also attached. The site area that is the focus of this reserved matters application is in respect of the Phase 1 residential area, roughly 6.0ha of the site to the east and north of the existing National Grid pylons and 400 kV cables (which are to be retained) and split into two sub-areas by the northern section of the spine (loop) road. This land presently comprises part of the northern sub-station compound and otherwise consists of semi-improved grassland, woodland and land historically in arable use.

The western and southern edges of the Phase 1 development area would be framed by the proposed Local Park, with the proposed Phase 2 residential development, hotel, local shop (phase 3) and sports pitches due south of the spine road. The existing A2 slip road lies beyond the southern noise bunding/fencing and retained planting. The eastern boundary is similarly contained by existing and proposed planting and the B259 Southfleet Road. The Ebbsfleet development site and Ebbsfleet International Station is just 500 metres to the north east.

To the north is an area of existing woodland (also to be supplemented with additional woodland planting) and the DS20 Public Right of Way and Eastern Quarry development beyond the site boundary. Bluewater Shopping Centre is located due west of Eastern Quarry.

In terms of site topography, the land rises steadily in a west/north-westerly direction from its southern and eastern boundaries. The levels rise steadily from a low point of approximately 22 metres AOD at the south-eastern corner (close to the existing Thames Water pumphouse) to approximately 34 metres AOD at the site's NW corner. However, it should be noted that significant 'cut and fill' earthworks approved as part of the Phase 1 infrastructure works (14/01517) would fill much of this area to achieve the necessary development platforms and alignment with the wider site and highway network.

The site lies approximately 1.6 km (1 mile) to the south of Swanscombe and about 9.6 km (6 miles) to the east of Dartford. Gravesend is about 3.2km (2 miles) to the east.

Power was previously generated at Littlebrook power station and transmitted through power lines to the Northfleet West Sub Station where it was transformed down. However, with the upgrading of Northfleet East Sub Station (in Gravesham) the substations on the Northfleet West Sub Station site are no longer required. A site is reserved for a smaller sub-station should one be needed to serve the development in the area. A 50m building exclusion zone applies, taken from mid-point between the powerlines and this has been factored into the site masterplan.

PROPOSAL

The application comprises Phase 1 residential reserved matters for the Ebbsfleet Green site, pursuant to outline planning permission reference 05/00308/OUT, approved in March 2014. The outline permission has approved the following land uses for the Ebbsfleet Green site:

- Up to 950 residential dwellings in a mix of houses/flats;
- Primary school and associated open space (2.05ha);
- Community hall (358 sqm);
- Neighbourhood foodstore (339 sqm);
- Up to 5,000sq m hotel with conferencing and leisure facilities;
- Pub and family restaurant (920 sqm);

- Public open space (no less than 30% of site) including parkland, 2No.sports pitches, 2No. hard-surfaced courts, with changing facilities and community allotments;
- A Neighbourhood Equipped Area for Play (NEAP), Multi Use Games Area (MUGA) and 3 x Local Equipped Areas of Play (LEAPS);
- Public Art.

The Phase 1 development proposed is 180 dwellings in a mix of flats and houses, inclusive of 16% affordable housing. The dwelling mix comprises:

Private

- 16 x 1-bed flats
- 35 x 2-bed flats
- 20 x 2-bed houses
- 26 x 3-bed houses
- 50 x 4-bed houses; and
- 5 x 5/6-bed houses

TOTAL: 152 (84%)

Affordable

- 3 x 1-bed flats
- 21 x 2-bed flats
- 3 x 2-bed houses
- 1 x 3-bed house

TOTAL: 28 (16%)

The split of dwelling types by size across the Phase 1 site is shown on drawing A671-28A.

The development site occupies the north-eastern 'quadrant' of the overall Ebbsfleet Green site, as indicated in the approved Phasing Plan (Appendix 1). This area is split into two sub-areas, one to the north of the northern arm of the spine road (38 dwellings) and a larger area occupying the land between the northern and southern arms of the spine road respectively (142 dwellings).

Pursuant to conditions 2 and 19 of the outline permission, this application seeks approval of reserved matters of siting, design, external appearance and landscaping in respect of the 180 dwellings in the mix set out above and as shown on the submitted site layout plans. In addition, as required by conditions 19, 20, 21, 22, 26 and 43 of the outline permission, the following details are submitted for approval and are summarised in this report:

- Phase 1 Foul and Surface Water Drainage Strategy (condition 19 and 43)

- Details of building foundations strategy, including piling (conditions 20, 21);
- Detailed noise mitigation for the residential buildings (condition 26);
- Mitigation for retained in-situ archaeology (condition 22)

The application is supported by several core documents, specifically:

- Design and Access Statement (Buildings and Landscape)
- Planning Statement (including Car Parking Strategy Technical Note)
- Sustainability Statement
- Arboricultural Report and Method Statement for Construction
- Landscape Management Plan
- Assessment of Foundation Solution on Controlled Waters
- Drainage Statement – Phase 1
- National Space Standard Matrix

The broad layout of buildings and access roads (including footways and cycleways) has been based upon the approved site masterplan (approved under application reference 15/01520/ECREM), as required by condition 12 of the site’s outline planning permission. The development represents part of the ‘North Village’ character area, as set out in the site masterplan (the remainder of the ‘north village’ coming forward as the 4th Phase of development. For Members’ benefit, an extract from the approved masterplan is provided below, outlining the facets of the North Village character area:

Character Area	Summary of Area Philosophy
North Village	<p>The North Village has a distinct contrast in terms of scale, space and type of buildings to that of South Village. Residential area at the higher part of the site structured around the edge to the north south landscape corridor, a green space at the northern entrance overlooked by the curved frontage of three storey flats, from which extends a tree lined central avenue with east west street spaces connecting through to the green corridor to a focal space and feature to the south. Through phase 1 of the north village runs a tree lined avenue which like that to the south, reinforces the overall garden suburb character. The avenue visually connects the northern entrance green to the linear park to the south and is punctuated by an area with potential for public art.</p> <p>Distinctive Features Include:</p> <ul style="list-style-type: none"> • Medium density, residential development 2-2.5 storeys, with some 3 storey buildings around the Local Centre. • Flats and frontages that define the edge of the landscape corridor

	<ul style="list-style-type: none"> • Green space framed by the curved frontage of flats • Central tree lined avenue.
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With regard to massing, buildings range in height from 2-storey to 2.5-storey and 3-storey, as shown on drawing A671-27A. The 3-storey development is essentially the flatted blocks, framing the northern site entrance and the western edge of the development, fronting the north-south local park. These blocks are of bespoke design for this development. 2.5-storey dwellings are concentrated in the northern sub-area, which are mixed with 2-storey dwellings all of similar contemporary design from the Redrow Homes 'Abode' house-type range. The only other 2.5-storey dwellings are the five 'Highgate' houses located in the southern sub-area. As a general rule, these properties incorporate a single flat-roofed dormer in the front roof slope, with rooflights to the rear, the exception being plots 123-124, 133-134 and 149-150 which are semi-detached with roof-level accommodation comprised in a frontage gable and side roof dormer, reflecting their corner locations.

All of the remaining houses are limited to 2-storey and comprise a range of dwelling-types from the applicant's 'Heritage' range. These house types (handed where required, as shown on the site layout plans) comprise a range of 3- and 4- bedroomed properties and are broken down in the following mix:

3-bed

- Letchworth x 12

4-bed

- Amberley x 9
- Stratford x 11
- Windsor x 5
- Oxford x 11
- Cambridge x 4
- Shaftsbury x 7
- Harrogate x 3

The applicants explain in their planning statement that the Phase 1 residential development would resemble a 'landscaped garden suburb' and is proposed as a 'template' for remaining development across the Ebbsfleet Green site, whilst reflecting the necessary parameters set down in the outline planning permission and site masterplan. The supporting Design and Access Statement explains the applicant's vision for the site as follows:

"The vision for Ebbsfleet Green is to create a high quality well connected mixed use neighbourhood, which adopts a green infrastructure led approach and embraces sustainability at all levels, providing an exceptional place for people to live.

The vision will be achieved through addressing the following aims:

- *The creation of a sustainable environment for living with a mix of residential accommodation to reinforce a diverse and vibrant community.*
- *A Green infrastructure led approach which provides a multi-functional network of parks and open spaces for movement, recreation, drainage and habitat enhancement.*
- *A sustainable movement framework that encourages use of public transport, pedestrian and cycle movement by creating safe, permeable and attractive routes to surrounding places and facilities, such as Ebbsfleet Station and the Eastern Quarries development.*
- *A sustainable development which responds to best practice and the criteria of the Code for Sustainable Homes to minimise energy use, sustainably manage water, responsibly source materials and manage waste and ecology.*
- *A place with a varied character that responds to the local vernacular and built context in a modern way to provide a distinctive sense of place.”*

The applicants have provided a matrix of dwelling sizes relative to the recently introduced National Space Standards (NSS) which can be applied by local planning authorities on an ‘opt-in’ basis where supported by a local plan policy. Dartford Borough Council has recently approved the publication of its Draft Development Policies Plan (for January 2016) and draft policy DP8 enacts the application of NSS in the Borough. However, exceptions are provided including applications for reserved matters pursuant to extant outline permissions that were granted prior to the NSS coming into force. It is also material that the policy has not yet been subject to formal examination so only carries limited weight at this stage. However, although not quantified, the Dartford Core Strategy (Policy CS18:1b) requires ‘generous internal space standards’ in so far as flats are concerned.

The matrix identifies that the proposed dwellings in Phase 1 would be largely compliant with the NSS. However, four of the nine ‘Abode’ house type dwellings and all flats with the exception of ten units fall below the standard in terms of internal storage space. There are also shortfalls ranging between 2.7 sq m - 1.3 sq m in the proposed bedroom sizes in the Abode units (4 x affordable units) and ranging 2.6 sq m – 0.1 sq m in all Block A flats and six units (of eighteen) in Block C, although most shortfalls are at the lower end of these ranges.

In terms of materials, drawing A671-25A illustrates the approach taken, and material colours, comprising a mixed palette of ‘Ibstock’ facing brick (Grosvenor Country Mixture, Leicester Autumn Melt, Gault Cream Stock) pearl rendering to the flats and houses, with a mix of Forticrete Sunrise Blend, Mixed Russet and Slate Grey roof tiles. The majority of the roof tiling comprises the Sunrise Blend/Mixed Russet finish, with slate grey finish utilised predominantly with the ‘Abode’ units in the northern, more contemporary sub-area and only 9 dwellings having this material in the larger development area to the south. A range of door colours are proposed, in a mix of Camouflage Beige, Tideway Blue, Iceplant Green, Wine Red and

White, the white colouring applied to the entrance doors for each of the flatted blocks.

Hard-surfacing is utilised to form raised junctions along the central north-south avenue and street for both sub-areas – this would comprise brindle block paving, the exception being the use of ‘Autumn Gold’ block paving at the key junction of the main Phase 1 avenue with the east-way way running from the local centre to the Phase 1 LEAP and onwards to the northern site access. In addition, Autumn Gold block pavements would be utilised for the private drives located at the site peripheries. Communal car parking courtyards for the flatted blocks and the northernmost affordable terraced units (plots 153-156) would be finished with permeable paving (although it is noted that the site layout plans indicate buff coloured tarmac, which is incorrect and these plans are to be corrected as set out in the recommendation below). Otherwise, all remaining road is to black-top tarmac with raised, kerbed footways of similar finish. The exception to this would be the main east-west footway/cycleway running across the centre of the southern sub-area and a footway fronting the curved Blocks C/D – these would be finished in a light buff limestone macadam.

The affordable housing comprises a mix of flats and houses as set out above and on plan A671-29A. Four houses are provided as a terrace, located at the north-western corner of the Phase 1 development, with the remaining accommodation provided as flats in 2 x Block types A and a single Block B at the south-western end of the site, all overlooking the proposed local park, school site and local centre beyond. The same range of external materials is applied to the affordable dwellings. All affordable dwellings are to be adaptable to the equivalent lifetime homes standard as now set out in Building Regulations.

The strategy for means of enclosure around dwelling boundaries would comprise 1.8m brick walls to areas of public realm, 1.8m close boarded fencing within rear gardens and a feature brick wall (0.6m high with 0.6m high railings above and 1.5m brick piers, as shown on drawing A671-31) fronting the houses and flats framing the important public realm around the northern part of the spine road, immediately west of the northern site access.

The parking strategy for the development is set out on drawing A671-24A and explained in a supporting technical note attached with the Planning Statement. There would be a total of 285 on-plot parking spaces, plus 63 garages and 66 unallocated visitor parking spaces of which 8 spaces would be sized to accommodate vans (these unallocated spaces are shown in orange and red on plan -24A). Each house is provided with 2 allocated parking spaces and each flat with 1 allocated parking space.

Houses would each have a garage capable of accommodating cycles, whilst flatted blocks have dedicated cycle stores providing for 1 cycle space per flat.

The sustainability strategy has been submitted to address the requirements of condition 19 (o) and (p). These require demonstration of measures to reduce

carbon emissions from the development below those of the prevailing Building Regulations and to the equivalent of the former Code 4 Sustainable Homes standard, to utilise sustainable construction methods and materials and water conservation measures.

The document outlines an assessment of low/zero carbon technologies with regard to the following technologies: photovoltaic panels, solar thermal, wind turbines, biomass boilers, ground/air source heat pumps and gas combined heat and power (CHP). The assessment concludes that photovoltaic technology is recommended for the Phase 1 development as this can achieve a reduction (below the Building Regulations Target Emissions Rate) in the order of 19%, which is the equivalent reduction necessary to meet the former CSH4 standard. This is achieved in combination with designed-in energy efficient measures as set by Building Regulations Part L and industry best practice which are applied to each dwelling (energy efficient lighting, insulation, combination boilers). The overall reduction in carbon emissions for the Phase 1 development falls from 332 tonnes of CO₂ per annum to 269 tonnes. However, it should be noted that these calculations are based upon the original quantum of 186 dwellings on the Phase 1 site, now reduced to 180 dwellings, so a pro rata reduction must be assumed.

The outcome of the assessment of sustainable energy technology for the development can be summarised as follows:

Photovoltaic panels	Large area of south-facing roof space available. Can achieve the required target CO ₂ reduction. This equates to 2.81 sq m coverage per dwelling, but the equivalent energy saving could be deployed by way of larger systems on fewer buildings. Recommended
Solar thermal	Likely to be more expensive and more complex installation than PV panels, due to need for thermal storage and interconnection with other heating systems. Not recommended.
Wind turbines	The wind resource falls below the recommended average wind speed. Visual impact of turbines must also be considered. Not recommended.
Biomass boilers	Expensive to install and operate due to low thermal density. A dedicated energy centre would be required with good access for road deliveries of biomass material. Likely NO _x emissions and particulates are an added disadvantage. Not recommended.
Ground/air source heat pumps	Whilst the carbon reduction could be achieved, there would be insufficient space for horizontal trenches and as such

	the cost of a vertical borehole system, combined with the imbalance of cooling and heating demand in houses makes the technology potentially unfeasible. Air source heat pumps would only achieve a reduction of 4% of carbon emissions. Not recommended.
Gas CHP	This requires installation of a district heating system which is generally efficient where development densities exceed 60dph. This could be achieved in later phases. However, an energy centre is required and would generate more NOx emissions than gas fuelled boilers. Some noise emissions are also generated. The technology may be suitable for the hotel and other non-residential uses on the site. Not recommended for Phase 1 development.

Pursuant to condition 26, specific noise mitigation measures are proposed for the dwellings that are potentially more susceptible to traffic noise from the A2 carriageway and B259 Southfleet Road, as identified in the EIA undertaken at the outline permission stage. Part 5 of the submitted Noise Mitigation Report (December 2015) outlines the ambient noise levels across the whole Ebbsfleet Green site taking into account predicted traffic increases between 2013 and 2024. These increases are in the order of 1dB (daytime) and 2dB (night-time).

In order to meet BS 8233:2014 design targets for dwellings, and taking into account installation of the proposed noise bund and acoustic fence (details approved under application 14/01528/ECCDNA), some properties require further reduction in ambient noise levels by up to 30dB. This is to be achieved through appropriate use of acoustic double glazing across all dwellings, with the addition of acoustic 'in-wall' ventilators to the vast majority of south- and east- facing elevations (and western elevations to the flatted blocks), as shown on the plan at Appendix H of the noise report. The glazing typically achieves dB reductions averaging 33dB. With regard to gardens, 90% of gardens would meet the required target of 55dB, with 10 units exceeding this value (up to 61 dB), these dwellings are closest to the A2 at the southern end of the Phase 1 area. However, the report concludes that it would be uneconomic and unviable to seek further attenuation measures for these dwellings in view of the extensive acoustic bunding, fencing and landscaping screening measures already agreed, the marginal exceedance and small number of dwellings affected overall.

A foundation risk assessment in relation to groundwater has been submitted, addressing requirements of condition 20. The proposed foundation strategy for the Phase 1 development also informs requirements of condition 21 which

requires such details in areas of archaeological potential as identified in the Historic Environment Framework (pursuant to condition 11).

The report identifies two possible foundation solutions:

- Conventional strip foundations (up to 2.5m) upon areas of natural silty sand/clay strata;
- Piled foundations in areas comprising some made ground/engineered fill > 2.5m depth. Driven or augered piles would be utilised up to 12m depth.

A conceptual model has been produced based upon boreholes and soil tests undertaken between 2010 and 2014 and identifies a resting water level of some 32-34m below ground level (at 2-4 AOD). The site is underlain by a principal aquifer within underlying chalk and is located in a groundwater Source Protection Zone 1, in view of the potable licensed abstraction well immediately east of site (reportedly no longer abstracting). The only abstraction well potentially impacted by site contamination is the Blue Circle Industries well some 898m due north-east of the site, down gradient of groundwater flow. The nearest surface water feature is an open drain on site in its SE corner. A cross section of the model is attached to the report.

As required by condition 19 (g) and 43 of the outline permission, and pursuant to the approved Foul and Surface Water Drainage Strategy approved at the outline permission stage, a detailed Phase 1 Drainage Strategy (Infrastructure and Residential) has been submitted. In terms of foul drainage, the network of piped drains through the site (as illustrated on drawings 2392-P1-D-01-001D/-002D/-003D) will feed via gravity to a new pumping station located to the south-east of 'basin 4', just north of the proposed local shop and bus station. This will be pumped via a new foul drain along the B259 and A2260 to the Northfleet waste water treatment plant at the developer's expense (total cost circa £585k).

The surface water strategy would be a SuDS based strategy, utilising detention basins, a wet pond, underground cellular storage and swales, in combination with a piped network across the developed area of the Phase 1 site. The location and approximate dimensions of the SuDS features were set out in the approved drainage strategy at the outline permission stage and the details of associated earthworks (cut/fill) and planting have been considered under approved application 14/01517/ECREM (Phase 1 Infrastructure), subject to a further condition requiring final detailed specifications to be confirmed prior to construction. It should be noted that these SuDS features would ultimately serve all phases of the development and have been designed accordingly.

Permeable paving will also be used in courtyard parking areas and some of the private driveways as shown on the drainage drawings. The combination of permeable paving and SuDS features is stated to meet the existing greenfield run-off rate, attenuated for flood events up to 1 in 100 year rainfall events with 30% allowance for climate change.

Members should note that the architectural site layout plans require amendment to reflect the permeable areas shown in the drainage strategy and this is reflected in the recommendation below.

Site Landscaping for this application is outlined on the architectural site layout plans, with detailed planting proposals set out on the Liz Lake Associates drawings prefixed '1524A2-', Landscape Design and Access Statement and Landscape Management Plan (Oct 2015). Details in respect of the local park, LEAP, SuDS features and spine road have already been considered under the Phase 1 infrastructure application 14/01517/ECREM). The details for this application are confined to the Phase 1 residential development area as outlined in red on the submitted architectural drawings.

The applicants advise that mature trees (Extra Heavy Standard specimen) would be planted, with a hierarchy of trees, hedges and shrubs utilised through the hierarchy of routes as set out in the approved site masterplan. Larger front gardens would provide for lawned areas and tree planting including *Acer* and *Sorbus* species. Properties fronting the electricity pylons and cables would have evergreen tree planting to provide supplementary screening.

Planting in communal parking areas for terraced houses would be broken up with ornamental tree planting (species such as *Prunus padus* Cherry). Parking areas for the flatted blocks would be broken up with species such as *Betula utilis jacquemontii* (Himalayan birch).

Detached properties would have larger front gardens enclosed with low level *Buxus* hedge planting and lawns. Such hedging would also be placed alongside areas of public realm fencing/walls to soften appearance and provide extra security. All new dwellings would have a variety of plants and herbaceous borders, with shrub planting including apple blossom, Mexican orange blossom and Oregon Grape.

A full schedule of planting species within the Phase 1 residential area is set out on drawings 1524A2-03F, -04G and 05F. An overall Phase 1 landscape masterplan is provided on drawing suffixed -01N which shows relative areas of tree planting, hedgerow, shrub and lawn. At the request of Officers, additional ornamental tree planting has been added at key junctions along the north-south avenue to enhance the public realm (tree species including Hornbeam, Tulip and Lime). An English Oak is to be added to the tree mix on the green fronting the curved flatted blocks C and D.

The Landscape Management Plan sets out a maintenance regime for new planting, both short term and longer term, addressing all areas of landscaping shown in the submitted plans. This document has been amended to make it clear that where there is reference to ecological habitat management, any measures set out defer to the agreed measures set out in the site ecology management plans approved pursuant to conditions 13 and 15 (permission 15/01521/ECCDNA). Similar reference is made to the approved management

plan for retained trees (condition 36, approved under application 14/01529/ECCDNA). The LMP would ultimately form part of a suite of LMPs which will come forward in turn with later phases of the development.

The proposed landscaping would be managed by the site management company or otherwise by individual plot owners. The company would be responsible for maintaining not only the areas of public open space but also areas of planting outside private domains. The section 106 Agreement for the site sets out requirements for a site management company to maintain areas of public open space for a 'Perpetuity period' of up to 80 years, although the Agreement does not cover maintenance responsibilities within the development areas. However, the LMP submitted makes this commitment, but the planting within the development area (excluding private curtilages) would be maintained:

- For an initial 3 year 'establishment' period;
- Subsequent 17 year maintenance period
- Trees and other landscaping that fails in the first 5 years would be replaced in line with condition 28;
- At the end of the 20 year period, a review would be undertaken (with the local planning authority if so requested) and further action considered as necessary.

The LMP provides a detailed breakdown of monitoring and maintenance regimes for all new planting categories, including trees, hedges, ornamental planting and short grass areas. Other matters such as regular litter picking are set out.

It should be noted that the green space fronting the proposed Blocks C and D form part of the strategic open space network for the site, as shown on the parameter plans for the site and the recently approved site masterplan. As such this area (and planting) would be maintained pursuant to the timescales (80 years) in the section 106 Agreement. Areas of tree planting within the spine road have already been considered under the Phase 1 Infrastructure submission (14/01517/ECREM) and final details may be subject to alteration pursuant to s.38 Highways Act adoption agreement.

No specific details of street lighting or lighting on buildings are provided with the application, other than reference to areas of public open space (considered under application 14/01517/ECREM). However, a hierarchy of street lighting is set out in the approved site Masterplan.

RELEVANT PLANNING HISTORY

DA/05/00308/OUT

Redevelopment of site comprising a mixed use of up to 950 dwellings and non-residential floorspace for shopping, food and drink, hotel use, community, health, education and cultural uses, assembly and leisure facilities and associated works.

Approved subject to section 106 Agreement, 31st
March 2014

- DA/14/01517/ECREM Submission of Reserved Matters for Phase 1 Infrastructure works pursuant to Conditions 2, 19, 21, 22 and 32 of outline planning permission DA/05/00308/OUT inclusive of northern and southern sections of spine road, site levels, hard and soft landscaping (excluding Phase 1 residential area), indicative street and parkland lighting, local play area, associated earthworks and noise bund (amended plans for spine road, site levels, cut and fill, sections).
Approved, 24th December 2015
- DA/14/01520/ECCDNA Site Masterplan pursuant to Condition 12 of Outline planning permission
Approved, 16th November 2015
- DA/14/01518/ECCDNA Submission of details relating to archaeological evaluation and historic environment framework pursuant to condition 10 (a) (Part) and 11 of outline planning permission
Approved, 29th October 2015
- DA/14/01522/ECCDNA Phasing Strategy pursuant to Condition 14 of Outline planning permission
Approved, 21st October 2015
- DA/14/01523/ECCDNA Public Art Strategy pursuant to Condition 16 of Outline planning permission
Approved, 25th September 2015
- DA/14/01521/ECCDNA Submission of details relating to ecological management plan and nature conservation mitigation strategy pursuant to conditions 13 and 15 of outline planning permission
Approved, 24th September 2015
- DA/14/01528/ECCDNA Details of noise mitigation measures pursuant to conditions 24 and 25 of the outline planning permission.
Approved 9th December 2015 subject to conditions requiring submission and approval of final bund and fence design and maintenance measures
- DA/14/01529/ECCDNA Submission of details relating to retained landscape management plan pursuant to condition 36 of outline planning permission.
Approved, 23rd October 2015

CONSULTATION RESPONSES

The application has been subject to three formal rounds of consultation, in November 2014, July and December 2015. Any consultation responses received after the publication of this report will be summarised in supplementary Committee update papers. The application has been advertised on site and in the press and by individual neighbour notification letters to the owners and occupiers of neighbouring properties.

The following groups and organisations have been consulted as part of this application: - KCC Highways, Dartford Borough Council (Policy), Highways England, KCC Economic Development, KCC Public Rights of Way, KCC Lead Local Flood Authority, Environmental Health, KCC Heritage and Archaeology, Swanscombe and Greenhithe Town Council, Swanscombe and Greenhithe Parish Council, Kent Police, Kent Fire & Rescue, Ramblers Association, Gravesham Borough Council, National Grid, Thames Water and Southern Water.

The comments listed below reflect the latest position of each consultee who has provided comments: -

KCC Highways – the shared driveways serving plots 1-6 and 114-118 have junctions that are too close to the spine road. The Kent Design Guide stipulates that there should be at least 20m separation from the spine road. How is it proposed that refuse is collected from these houses? It would not be appropriate for refuse trucks to reverse into these drives. The proposed Lime trees on the main north-south avenue may be too big within 1m of the carriageway and can have crowns of 15m or more. An alternative species should be considered in consultation with the highway authority. Visitor parking bays opposite plots 34-37 and parking spaces for plots 125-132 require 6m road depth to allow manoeuvrability plus a safety margin of at least 0.5m between these parked cars and passing traffic; narrower roads without footways are not likely to be adopted; no information is provided about street lighting or cycle parking.

Highways England – No objection

KCC SuDS and Flood Risk Lead Authority – Satisfied with the drainage strategy as proposed.

Environmental Health – No objection to the residential scheme and noise mitigation proposals (as amended)

KCC Heritage and Archaeology – A formal response to the amended application (December 2015) is awaited. The August 2015 comments stated that the submission needed to ensure that the impacts upon archaeology and

associated mitigation have been addressed and were not satisfied that this had been done.

Kent Police – No comments, other than emphasising a wish to work with the developer to implement crime prevention measures across the site. Pleased to see reference to Secure by Design.

Ramblers Association – Pleased to note that a link it to be provided to footpath DS20 and that this is to follow original alignment.

Kent Public Rights of Way – The development does not appear to affect existing rights of way;

National Grid – A ‘holding objection’ stipulating the required distances for building close to existing power lines/pylons and landscaping.

Southern Water – No objection subject to completion of the necessary connection agreements under the Water Industry Act. No habitable rooms should be within 15m of any proposed pumping station. The Environment Agency must be consulted in respect of surface water.

Thames Water – Object on the basis that proposed excavation works may result in works close to an existing water main on Southfleet Road and the developer is required to contact TW directly to resolve this matter;

One letter of support has been received stating that the development appears to provide a good balance of services, facilities and infrastructure close to new homes. The scheme would have good design and appears well landscaped and be a good start to the new development. However, it should be sold to local people and not investors.

PLANNING POLICY

National Planning Policy Framework (NPPF)

The NPPF has a presumption in favour of sustainable development and advises that in relation to decision-taking this means approving development proposals which accord with the development plan without delay and where the development plan is silent granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF.

The NPPF sets out 12 core planning principles which should underpin both plan-making and decision-taking, in summary these require that planning should be:

- Be plan-led
- Be a creative exercise to enhance and improved the places people live their lives.

- Proactively drive and support sustainable economic development and deliver thriving local places
- Seek to secure a high quality design and a good standard of amenity
- Take account of the different roles and character of different areas
- Support the transition to a low carbon future
- Contribute to conserving and enhancing the natural environment
- Encourage the effective use of land by reusing land that has been previously developed
- Promote mixed use developments and encourage multiple benefits
- Conserve heritage assets
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling
- Take account of local strategies to improve health, social and cultural well-being
- The application has been considered against these core principles and they are addressed below.

Dartford Borough Council Core Strategy 2011

The Core Strategy is the development plan for the area and the application should be determined against the policies in this plan, unless material considerations suggest otherwise. The NPPF states that for decision-making purposes, Local Plan policies should not be considered out-of-date simply because they were adopted prior to the publication of the NPPF. Dartford Core Strategy was adopted in September 2011. The Council considers that the Core Strategy is highly consistent with the objectives and principles of the NPPF and that duly, substantial weight should be given to relevant policies in the Plan, in accordance with paragraph 215 of the NPPF. The following policies, outlined in summary here, are considered relevant to the consideration of this application:

CS5: Ebbsfleet Valley Strategic Site seeks to secure early delivery of the mixed use development at Ebbsfleet Valley. The policy sets out the principles against which applications to change existing consents will be determined: Those relevant to the NWSS site are:

- the creation of linked residential communities with sufficient critical mass of support services, community infrastructure and the Fastrack service. At NWSS these will consist of predominantly family housing
- a walking and cycling network and a Fastrack route encouraging a high proportion of trips by sustainable means.
- Provision of community infrastructure, including schools, health facilities, sports and leisure facilities, community meeting places, and shops provided at an appropriate stage of development to meet the needs of residents.
- A mixed use centre at the heart of each residential village, including community facilities and local shops
- Physical and functional integration between the three separate development sites as well as with the existing communities

- Provision of at least 30% of the site as open space forming a network of multi-functional greenspace linking in to the Green Grid and providing for leisure and recreation purposes
- The achievement of at least Code level 4 in the energy category in advance of mandatory requirements
- Achievement of water efficiency to at least code level 4/5.

CS17: Design of Homes seeks to achieve quality living environments and requires the application of the principles of Kent Design. It sets criteria for the design of homes including appropriate internal spaces and useable private amenity space. The policy also sets out broad indications of appropriate net densities which for urban sites is 35-55 dwellings per hectare.

CS18: Housing Mix requires that developments of less than 100 houses should provide a majority of family housing.

CS23: Minimising Carbon Emissions requires all new development to demonstrate reductions in energy use and reinforces the requirements set out in Policy CS5.

CS24: Flood Risk requires that in water source protection zones, SUDs will need to demonstrate that any surface water run-off infiltrating the ground will not lead to deterioration of groundwater quality. It also seeks to identify a green infrastructure network through the safeguarding of existing areas of open space and a requirement for generous provision of green space.

CS25: Water Management requires all new homes to achieve at least code level 4 of the Code for Sustainable Homes in terms of water use. Sites of over 500 units will be expected to act as exemplars and will be required to reduce dependency on potable water.

Adopted Local Plan (1995)

The following saved policies of the 1995 Local Plan continue to apply to the current application, in so far as consistent with the NPPF:

T23 – Parking – development proposals should include adequate off-street parking.

T27 – Pedestrians and the Environment – development proposals should make adequate provision for pedestrians.

B1 – New Development – a high standard of design will be required in all development proposals, embracing the principles of Kent Design with particular regard to form, massing and scale and associated inter-relationships. Materials should be of good quality, appearance and durability. Parking should be provided in accordance with the Council's adopted standard, with at least one enclosed garage per dwelling. Developments should be capable of service by existing road and drainage infrastructure and protect groundwater resources.

B3 – Appropriate hard and soft landscaping should be incorporated and existing trees retained wherever possible.

B12 – Sites of Archaeological Importance – sites of significance shall be protected from development where the archaeology is of overriding importance, by preservation in situ or by recording, utilising suitable conditions where appropriate.

B14 – Provision for Disabled and Less Mobile

Appendix 9 – Guidelines for the Layout and Design of New Housing Developments

Dartford Development Policies Plan (DDPP) (draft December 2015)

The draft DDPP, when adopted, will replace the remaining policies in the 1995 Local Plan. However, only limited weight can be attached to the policies therein at this stage, pending formal examination in 2016. However, as the draft plan has been subject of two rounds of public consultation (initially in respect of potential content and format and subsequently specific draft policies), has received generally positive feedback, is up-to-date and pending publication and is considered by the Borough Council to be in conformity with the NPPF, some weight can reasonably be applied (on a case-by-case basis) to the following policies alongside existing adopted policies:

DP1 – Presumption in favour of sustainable development – a positive approach is to be taken to development in the Borough in line with the NPPF. The LPA will work proactively with applicants to find design and mitigation solutions.

DP2 – Good Design in Dartford – development will only be permitted where they respond to, reinforce and enhance positive aspects of the locality. Opportunities to create high quality places should be taken. Good design should reinforce a sense of place, including walking/cycling permeability, active frontages, social interaction, inclusive neighbourhoods and positive public realm, inclusive of public art. LPAs will consider proposals in terms of height, mass, form, scale, orientation, siting, setback, access, overshadowing, articulation, detailing, roof form and landscaping. Materials should be locally sourced or recycled within the site. Developments should be designed with principles of Safer Places. Layout and design must be water efficient and alleviate on-site floodrisk.

DP3 & DP4 – Transport impacts of development and Transport Access and Design– developments should not give rise to severe local residual impacts in terms traffic congestion, air quality, safety and pressure for on-street parking. Development should be laid out so as to promote walking, cycling and public transport use. The extent and nature of car parking should be in full accordance with the adopted parking standards SPD.

DP5 – Environmental and Amenity Protection – development must not, on its own or cumulatively, give rise to unacceptable material impacts on neighbouring uses, the Borough environment or public health.

DP7 – Borough Housing Stock and Residential Amenity – development should maintain an appropriate range of housing stock and garden sizes.

DP8 – Residential Space and Design in New Development – development will only be permitted where the quality, scale and form of internal and external spaces provide for a choice of sizes and accessible/adaptable dwellings. Dwellings should meet the Nationally Described Space Standards (unless clearly shown to be unnecessary or unviable due to site specific circumstances). Developments must have sufficient green space and have regard to amenity factors such as overshadowing, daylight and sunlight and green space. A range of good quality private amenity space (including gardens and balconies) shall be provided. Development will not be permitted where amenity space is inadequate or where there is inadequate garden storage space, access to daylight/direct sunlight, privacy and overshadowing. All developments over 100 dwellings shall provide for inviting and accessible communal open space and a mechanism for on-going maintenance in the longer term.

DP9 – Local Housing Needs – development should deliver an appropriate mix of affordable housing types and tenure to meet local needs and site specific/financial circumstances in line with CS19.

DP11 – Sustainable technology and construction – developments must be water efficient and help tackle climate change and minimise flood risk.

Eastern Quarry Planning Brief

The Eastern Quarry Planning Brief is a Supplementary Guidance document which was adopted by the Council in July 2002. This takes a broad policy approach to the wider Eastern Quarry site, including the planning permission known as Eastern Quarry and the NWSS site. It provides a framework within which planning applications relating to the site will be considered. However, the outline planning permission has been approved in the context of the EQ Planning Brief and the core determinants for this reserved matters application are therefore set out in the more up to date approved parameter plans, strategies and site masterplan.

PLANNING APPRAISAL

This application seeks reserved matters approval for Phase 1 residential development at Ebbsfleet Green. Approval is sought for the reserved matters of design, siting, external appearance and landscaping pursuant to the outline planning permission, bearing in mind that the means of access junctions to the existing public highway have already been approved at the outline stage (as shown on approved drawings outlined under Condition 3).

The key issues in assessing this application are considered to be:

- i. To what extent the submitted details would be in 'broad accordance' with the approved site masterplan (pursuant to condition 12), and in 'substantial accordance' with the approved parameter plans and strategies referenced in Condition 3, 7, 8 and 9 and otherwise with the Outline permission for the site as a whole. These strategies are the Landscape and Open Space Strategy, Transport Strategy and Sustainable Development and Design and Construction Strategies respectively. However, the primary consideration is considered to be compliance with the recently approved site masterplan as this was, in any event, deemed compliant with these aforementioned Outline parameters.
- ii. Whether the submitted details provide the required information or otherwise accord with the following conditions: 14 (Phasing Strategy), 19 (reserved matters details), 20 (Piling/foundation impact to groundwater), 21 (ground disturbance to archaeology), 22 (protection to in-situ archaeology) and 43 (Water management) of the Outline permission.
- iii. Whether the submitted details, are otherwise in accordance with Local Plan policies as set out above and acceptable in planning terms, taking into account consultation responses.

In addressing the above considerations, the assessment needs to address the requirements of condition 19, which sets out the required range of details expected in reserved matters submissions for the site. The details under consideration as part of this application address the following sub-sections of Condition 19:

- (a) To include a plan of the area at a scale of 1:500 and an updated layout plan of the Master Plan (or part where appropriate) at a scale of 1:1000.*
- (b) Landscaping (including submission of tree survey) and of all hard and soft landscaping*
- (c) Materials*
- (d) Street lighting and street furniture*
- (e) Boundary treatment*
- (f) Surface finishes, hard landscaping details*
- (g) Drainage*
- (h) Final levels, original ground levels and appropriate cross-sections*
- (i) Cycle parking*
- (j) Lifetime Homes details*
- (n) Details of television signal receivers*
- (o) Details of sustainable construction measures*
- (p) Details of water conservation*
- (q) Where reserved matters submission is the first for a Character Area (as defined by the site masterplan), the following details shall be supplied:*

- *Architectural style and treatment*
- *Building and surface materials pallet*
- *Frontage types*
- *Boundary treatments*
- *Heights*
- *Building forms*

For the avoidance of doubt, the following condition 19 details are NOT submitted as part of the reserved matters application and will either need to be submitted subsequently or have otherwise been considered as part of the Phase 1 Infrastructure application (14/01517/ECREM) (approved December 2015):

- LEAP
- Street lighting of spine road (14/01517) and street/car park lighting generally
- Schedule of open space (14/01517)
- Public Art (to be submitted separately in line with the approved Public Art Strategy for the site and as considered under 14/01517)

Furthermore, reserved matters applications cannot be determined prior to the discharge of the following conditions, which has now been achieved as follows:

- Condition 10a (part) – Archaeological field evaluation works in areas of High archaeological potential. Approved 29th October 2015 (14/01518/ECCDNA), subject to outstanding submission requirements regarding safeguarding measures required by conditions 10 and final Historic Environment Framework under condition 11.
- Condition 12 - Site Masterplan, Approved 16th November 2015 (14/01520/ECCDNA), following EDC Committee held 21st October 2015
- Condition 14 – Phasing Plan. Approved 21st October 2015 (14/01522/ECCDNA)
- Conditions 13 and 15 – Biodiversity Mitigation Plans. Approved 24th September 2015 (14/01521/ECCDNA)
- Condition 16 – Public Art Strategy. Approved 25th September 2015 – (14/01523/ECCDNA)

For sake of clarity, it is proposed to address all of the above issues under the 'headline' reserved matters under consideration.

Siting

The submitted siting details are considered to be broadly in accordance with the site masterplan as approved pursuant to condition 12 of the outline permission. The alignment of site access roads and ways, the associated hierarchy of streets and key spaces, building heights, flat block locations, density are similarly considered to be in broad accordance. The main exceptions are in respect of the siting of 2.5-storey dwellings which are concentrated in the northern sub-area of the Phase 1 area (north of the northern section of spine road), which was, other than the curved flatted block, primarily zoned for 2-storey development. However, as the overall form and scale of these 'Abode' units are essentially 2-storey plus a roof dormer (with the exception of only 3No. gabled roof designs for plots 124, 134 and 149) it is considered that the visual impact in terms of scale will be acceptable bearing in mind the likely prominent feature of this sub-area being flat blocks C and D.

The site layout has, by way of negotiated amendments, been significantly improved with particular regard to:

- Coherence in building lines;
- Juxtaposition of house types in terms of height and form;
- Privacy between dwellings, in particular between 3-storey flats and neighbouring houses/gardens;
- Prominence of frontage gardens; and
- Reduction in extent of unbroken frontage car parking

In order to achieve these improvements, the initial quantum of dwellings on the site has been reduced from 186 units to 180 units. The applicants have also been asked to reduce the level of car parking on the site as part of these negotiations to facilitate a layout solution that both meets the masterplan expectations for a low-medium density North Village Character Area (30-44 dph) and addresses other concerns raised by Officers in terms of building line coherence, overlooking and streetscape. The Phase 1 development parking provision currently exceeds the SPD requirement for the current schedule of accommodation (taking into account 0.5 space per garage and van/visitor spaces provided) by 49 spaces overall, with 382 spaces available relative to 333 required. The proposed parking strategy, as shown on drawing A671-24A, uniformly provides 2 on-plot parking spaces per house (plus garages for the larger houses) and 1 allocated courtyard parking space per flat.

However, any reduction in on-plot and allocated car parking has been resisted by the applicants and a Technical Note has been submitted with the December 2015 Planning Statement setting why further reduction in allocated car parking is resisted, specifically:

- The Parking SPD must be treated as guidance only;
- Targets are neither maximum nor minimum requirements;
- The SPD states that measures to reduce car *use* should be prioritised and not necessarily car *ownership*;
- The SPD requirement for van car parking spaces is excessive and not borne out in the applicant's experience;

- Public transport options are limited in this 'suburban out-of-centre location' and residents would not be expected to substantially avoid the use of the car for many journeys outside the local area;
- A reduction would risk uncontrolled car parking on verges or other locations that give rise to highway enforcement, highway safety issues and visual damage to the site.
- 2011 Census data has been considered to ascertain likely car parking demand on the site and it is argued demonstrates that 81% of dwellings (and 42% of flats) would be likely to be privately rented tenure and as such 81% of houses are to have an assumed car ownership applicable to private owner occupied houses. Indeed, it is stated that for the purposes of assessing the proposed development, it is assumed that every dwelling in the development has the potential to be owner occupied (also bearing in mind the Starter Home Initiative).

It is considered that whilst some of the points raised in respect of car parking have merit, others do not appear to be logical. The Technical Note evidence in respect of Census data clearly shows that car ownership for rented units of 2,3 and 4 bedrooms is no more than 1 car. Cars per owner occupied house are stipulated as no more than 1.5. Overall, the evidence supplied is not considered to particularly support the applicant's position. Furthermore, the assumption of potentially 100% owner-occupation (with Starter Homes) is premature given the existing affordable housing requirements set down by the outline planning permission and s.106 for the site.

Notwithstanding the above, it has been concluded, on balance, that the parking provision on site can be accepted for the following reasons:

- The NPPF and National Planning Policy Guidance requires parking provision to be considered on a case by case basis, 'in context' to ensure a successful outcome in each case. Parking provision must support functional developments that are comfortable places to live in.
- It is agreed that the SPD standards are set out as guidance with a principal intention being to reduce travel by car as opposed to necessarily car ownership; Notwithstanding access connections to Fastrack, Ebbsfleet International station, Swanscombe, Bluewater and other destinations by way of enhanced cycle and footways being provided across the site, reliance upon car travel will remain a significant travel choice for residents;
- The Section 106 Agreement, in combination with the approved site Transport Strategy, has put in place a Traffic Management Plan and Framework Public Transport Plan, by which traffic movements from the site are to be monitored in partnership with the Borough and County Councils and a series of 'toolkit' measures implemented if agreed target traffic flows are exceeded (beyond a 10% margin). Such measures include interim free/subsidised bus passes, increased bus frequency, car share schemes, cycle purchase subsidies and sustainable travel marketing to residents.
- The latest site layout is considered to have achieved improved street scenes across the site with enhanced tree planting and therefore is

considered to meet the aims of the site masterplan and this Character Area. The use of tandem parking for many dwellings has also reduced the extent of large frontage areas devoted to parking.

KCC Highways have raised some concern in respect of the means of access to units 1-6 and 114-118 at the northern end of the central north-south avenue, close to the junction with the spine road, As these access road junctions are in compliance with the approved masterplan, it is considered reasonable to address these concerns by way of a follow-up Stage 2 Road Safety Audit for these amended plans, to also address issues raised in respect of refuse collection for these dwellings. A condition is recommended in this regard.

Overall therefore, it is considered that the submitted proposal, supported by the Transport Strategy mechanism outlined above, would ensure an attractive, functional and sustainable garden city development in line with the approved site masterplan.

Design

The design quality across the development is considered to be good. Officers have visited similar development by the applicants at St Andrews Park (xxx) where the design quality evidently reflects many traditional 'garden city' developments from the last century, whilst also proposing contemporary house types in the northern sub-area ('Abode' units).

The key issue in securing amendments to the original submission has been in respect of the relative juxtaposition of variable house types, pepper-potted across the site with a consequent incoherence in roof heights, roof form, scale and spacing. This is now significantly improved as shown in the street scene drawing reference A671-30D. Whilst there remain occasional relationships that are not considered to be ideal, such as between plots 2 and 3 (street scene D-D) and plot 64 with flatted block 65-73 (street scene F-F), these are on balance considered acceptable.

A significant building is the curved flat block C-D, overlooking the northern arm of the spine road and public green and representing a 'keynote building' as recognised in the site masterplan. The building design has been improved by way of enlarged central gables and projecting elements to the front elevation, adding visual interest. Brickwork and render are also alternated in this regard. However, it is considered that further refinement of the central gable feature is required and as such it is recommended that approval is granted subject to this matter being delegated to the Chief Planning Officer to resolve with the applicants prior to formal approval.

Earlier iterations of the development had suggested relatively stark areas of public realm in particular along the north-south avenue (a 'key space' identified in the approved masterplan) by reason of unbroken areas of car parking and block-paved raised junctions with no soft landscaping. This public realm is now considered to be acceptable as the level of tree planting and

frontage garden space has been increased, trees moved further 'into' the crossing-points and greater design coherence in the building lines achieved.

Some further minor changes are considered necessary, and recommended for delegation to the Chief Planning Officer, as follows:

- Block B flats – the elevational references are incorrect;
- Blocks A – en-suite bathroom windows should be added to provide some visual interest to otherwise blank elevations;

The applicants have supplied a matrix of dwelling sizes relative to the Nationally Described Space Standards. Overall, as noted in the project description above, the development would be largely compliant. Whilst there are some shortfalls noted in respect of room sizes and internal storage space, it is not possible to enforce these 'opt-in' standards in the absence of an adopted or sufficiently advanced Local Plan policy. The equivalent Borough Council policy (DP8) remains in draft form and has not reached the Examination stage and as such only limited weight can be attached to it. Furthermore, the draft policy provides for exceptions where reserved matter applications pursuant to extant outline planning permissions are submitted, as in this case. It is therefore recommended that, whilst these shortfalls are accepted at this point in time, subsequent phases of the Ebbsfleet Green development will be encouraged to meet these Standards assuming suitable progress of the Borough Council Development Policies Plan Document to adoption. An informative is recommended accordingly.

In terms of dwelling mix, there would be 105 houses and 75 flats, representing an overall mix of 58% houses/42% flats. There are no rigid requirements set down in the outline planning permission in terms of dwelling mix other than a reference in the site section 106 Agreement to an 'assumed development size' of 72% houses/28% flats. This specified mix is not an express requirement but it is acknowledged that the quantity of flats on the Phase 1 site is higher than originally envisaged. This is in part a reflection of the need by the applicants to maintain development viability whilst keeping development density and footprint as low as reasonably possible to meet the low-medium density expectations for the north-village character area. Total dwelling numbers for this phase of development were originally envisaged (at the outline application stage) at 230 dwellings.

The quantum of 4+bedroomed dwellings on the site is also considered to be high at 52% of total houses proposed. This has, for example, resulted in the higher car parking standard of 2 spaces per dwelling applying, with only 1.5 spaces required for smaller houses. A reduction in the quantum of 4-bedroomed units would have facilitated a reduction in on-site car parking requirement and potentially benefits such as greater space available for soft landscaping whether on- or off- plot. However, it is equally recognised that policy CS18 allows a higher proportion of flats on the Ebbsfleet Valley Strategic sites and that policy CS5 clearly states that for the Eastern Quarry and Northfleet West Sub-station, family housing shall predominate.

Overall therefore, it is judged that the dwelling mix proposed is acceptable. Subsequent phases of the development will be considered with the overall site-wide dwelling mix in mind. The flats proposed in this phase are sited largely in compliance with the building heights set down in the masterplan and have a scale relationship to the higher density local centre. As such, in view of the conclusion that an acceptable site layout has now been achieved and given that a range of dwelling types are provided across Phase 1, including 1-2 bed flats and 2-5+bed houses, permission could not reasonably be withheld.

Affordable housing provision would meet the required 15% of total Phase 1 units (in fact 16% would be provided) and these would come forward in line with conditions 17 and 18 of the outline permission. These would be built as adaptable dwellings, to the equivalent Lifetime Homes standard as set down in condition 17. The affordable unit mix (3 x 1B flats, 24 x 2B flats, 3 x 2B and 1 x 3B houses) would meet the requirements of the approved Phase 1 Affordable Housing Strategy (application 14/01525). Whilst the sizes of the affordable houses fall short of the Nationally Described Space Standards, as set out above, as these have been agreed by the Borough Housing Department pursuant to application 14/01525 and in view of the status of draft policy DP8, it is considered that the sizes are acceptable.

The sustainability strategy outlines a range of measures as outlined in the project description above. The assessment undertaken is considered to have been sound and reasonable in its conclusions and that the requirements of condition 19 would be satisfied in this regard. The water efficiency measures outlined are considered acceptable. However, the carbon saving calculations need to be updated to reflect the most recent Phase 1 drawings and to verify that the recommended photovoltaic technology continues to meet the requirements of policy CS23 of the Dartford Core Strategy. Furthermore, the strategy indicates that PV panels could be placed on a smaller number of buildings at higher quantity and the final details in this required should be subject to local planning authority consideration and approval. As such a further condition is recommended to address these points.

External Appearance

Overall, the mix of facing brickwork, render and, in some limited instances, tile hanging ('Oxford' house type) is considered to be acceptable for the site. Drawing A671-25A outlines the allocation of external materials across the development and this is considered to be acceptable, providing a reasonable balance between symmetry and variety, whilst being of a quality appropriate for the garden city. The selected brick types are considered to be of good quality. However, detailed images/samples of the proposed 'Forticrete' roof tiles have not been supplied (or for the purposes of tile hanging) and this is a further matter delegated to the Chief Planning Officer for resolution prior to any formal approval.

In terms of hard surfacing, the use of 'brindle' and 'autumn gold' block paving is considered to be acceptable on the basis that these areas have been softened by additional tree planting as shown in the latest layout. There is

some inconsistency in the intended material for parking courts associated with the flatted blocks and the terraced plots 153-156 at the north of the site which are shown as 'buff coloured tarmac' on plan A671-25A whilst clearly required to be permeable surfacing in the submitted Drainage Statement (and referenced as such in the Design and Access Statement). As above, this matter is recommended for resolution by the Chief Planning Officer.

A further condition is recommended to secure details of street lighting, including car parking areas, within the Phase 1 residential site, as these have not been submitted pursuant to condition 19(d) and (l).

The proposed boundary treatments as described above are considered acceptable.

Landscaping

The site landscaping provides a range of tree, hedgerow, shrub and lawn planting which has been increased through negotiation with the applicants. The extensive use of 'Extra Heavy Standard' tree specimens is welcomed, as this will provide a good quality street scene for new residents, subject to ongoing maintenance being undertaken as required by provisions in the site section 106 Agreement and Landscape Management Plans. The regime of management outlined in the LMP reflects similar LMP recently approved for the Phase 1 Infrastructure and is considered acceptable.

KCC Highways have however raised a concern about the suggested use of lime trees on the central north-south avenue (*tilla cordata greenspire*) as these can grow canopies in the order of 15m width. This matter is recommended to be delegated to the Chief Planning Officer for resolution.

OTHER ISSUES

Archaeology

At the time of writing this report, formal response from KCC Archaeology is awaited in respect of this application. However, updated comments were received in respect of the recently approved Phase 1 infrastructure proposals (December 2015). These are considered to be equally relevant to the current application and it is considered that the same response as recommended in the report extract below is appropriate. However, any formal response received prior to the Committee meeting will be reported in update papers:

"...there are areas other than N10 that have potential and which are to be preserved in situ, simply as they are not to be developed. There appear to be areas of earthworks and planting that extend outside the existing coverage of the Historic Environment Framework (HEF) and that affect areas of high archaeological potential (N7, N8, N9 and N10) and an area at the south-eastern end of the infrastructure site. A condition is requested requiring a follow-up programme of archaeological work and watching brief, to be addressed via

outstanding submissions pursuant to conditions 10 and 11 of the outline permission.“

Drainage

The Environment Agency and KCC Flood Authority are satisfied with the drainage details as proposed. Southern Water have no objection to the foul drainage proposals, subject to the necessary Water Industry Act agreements being entered into. The proposals are considered to meet policy requirements in respect of SuDS drainage.

Thames Water Infrastructure

In response to the comments from Thames Water in respect of proposed excavation in proximity to an existing water main in Southfleet Road, the applicants have since been in discussion with Thames Water and associated diversion of the water main is due to be progressed week commencing 11th January 2016.

Foundations and Groundwater

Similarly, the EA are satisfied with the submitted details and proposed piling depths as set out in the RSK and WSP reports.

Condition 19 (Outstanding Matters)

The majority of issues set out in condition 19 are considered to have been addressed in the current submission. However, the following additional points should be noted for the avoidance of doubt:

- 19(d) Street lighting and street furniture – specific details have not been submitted and a condition is recommended accordingly, to ensure details are submitted for approval;
- 19(i) Cycle parking – the submission confirms 1 cycle space per dwelling, whether in the dedicated cycle stores for the flatted blocks or in garages for the houses;
- 19(j) Lifetime Homes – the affordable dwellings would be developed as adaptable dwellings in line with the requirements of condition 17. In addition, 10 affordable units would be specifically wheelchair accessible;
- 19(k) Schedule of open space – this is considered applicable to the Phase 1 infrastructure submission which addressed all areas of public open space, which was in compliance with this condition and the expectations of the approved site masterplan. The applicants have been advised that the green open space fronting the curved block of flats at the northern site entrance is regarded as part of the overall public open space for the site (as stated in the approved masterplan) and that this is to be maintained in perpetuity in line with the obligations set out in the site section 106 agreement;

- 19(l) – external lighting (other than street lighting) – as noted for 19(d) above, no details in respect of car park lighting or on buildings have been provided and such details will need to be submitted for approval. However, it is considered that these details can be submitted for approval, and implemented, prior to first occupation.
- 19(m) – public art – indicative details for public art were submitted with the Phase 1 infrastructure application but were not approved as details must be considered via mechanisms and consultations set out in the approved Public Art Strategy for the site.
- 19(n) – Television signal receivers – the applicants state that “*measures will be taken to facilitate shared provision of television signal receivers if possible*”(Planning Statement). However, details are not supplied and as such this is considered outstanding. It is considered that these details can be submitted for approval, and implemented, prior to first occupation.

HUMAN RIGHTS IMPLICATIONS

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.

PREVENTION OF CRIME

In accordance with s.17 of the Crime and Disorder Act, due regard has been had to the need to secure design that helps avoid crime. Kent Police have been consulted on the application and are satisfied that that the development has addressed Secured by Design principles, subject to on-going dialogue with the applicants.

PUBLIC SECTOR EQUALITY DUTY

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 –

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- (c) 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.

RECOMMENDATION AND CONCLUSIONS

Overall, the proposed reserved matters are considered to be in broad accordance with the approved site masterplan and that the current design and layout in particular has been significantly improved since first submission in late 2014. The scheme now accord with the aforementioned development plan policies and subject to the additional actions, conditions and informatives set out, the application is recommended for approval.

Appendix 1

Ebbfleet Green: Approved Phasing Plans