

Supplementary Agenda - Planning Committee
16th November 2016

Item 5 – EDC/16/0083

Additional Representation

Comments have been received from Bean Residents Association objecting to the planning application due to an inadequate parking provision. The following comments have been provided:

- We advise not to omit parking for Vans
- Site is for 74 Flats. No reason to think some won't have Company Vans
- This trend is key in DBC Parking SPD
- Officer says, at 7.37, none of SPD's 8 Van spaces provided
- Omission is based on WSP/PB TN for EDC/16/0113. Survey was at peak times for Visitor Parking; i.e., Wed 19:00-21:00. The peak for Vans is Sunday afternoons. The survey in EDC/16/0083 says 9 Vans noted would fit car bays. Van spaces are extra
- In Bean, many Vans and Lorries are left in road overnight out of drivers' view. Our unallocated car parks have DBC signs prohibiting commercial vehicles
- Survey included Wards with low car ownership. Bean is local and perhaps more typical, being a mix of Flats and Houses near A2.
- TN 1.3.7 says car ownership in Dartford is predicted to increase 1% between 2011 and 2026. Is this a mistake? Atkins July 2016 NTEM guidance shows Nationally it is to increase 21% by 2016 and 42% by 2041
- Suggest area for 8 Vans; together for security & appearance.

Additional Information

For the avoidance of doubt, please note the following amendment to paragraph 7.36 of the officer report.

A number of parking solutions have been integrated into the design of Phase 1c, with the majority of parking provided through surface parking courts. In terms of numbers the proposed parking is broadly in accordance with Dartford Borough Council's Parking Standards Supplementary Planning Document, with the exception of the van parking provision. The Parking Standards SPD would require the proposed development of 3 one bed flats, 71 two bed flats and 339sqm of A1 retail space to provide a total of 130 parking spaces (excluding van spaces). A total of 130 parking spaces are proposed within Phase 1c.

Affordable Housing

Additional information/revised plans have been submitted by the applicant in respect of the affordable housing provision. The amended plans now show that 18 affordable units (3 x 1 bed apartments and 15 x 2 bed apartments) are proposed within phase 1c, an increase from the 14 originally proposed. The affordable housing element of Phase 1c will be contained within Block 1.

The applicant has confirmed that as a result of the block design and configuration it is not possible to mix affordable housing types and therefore block 1 delivers shared ownership units only. The affordable housing units provided will be designed to be tenure blind so to be generally indistinguishable in architectural character and quality of materials from the open market housing.

Officer Comments: In accordance with condition 17 of the outline approval 15% affordable housing will be provided for the first phase (which is stated as being 230 units in condition 14). Beyond this quantum of residential development, 30% affordable housing will be required. Therefore given that Phase 1 proposals comprise a total of 254 units, the total affordable housing requirement is 42 units (equates to 41.7 units based on 230 units at 15% + 24 units at 30%). This means that the proposals for 44 affordable units exceed the condition requirement by providing an additional 2 affordable units.

Condition 17 of the outline approval states that within each phase 50% of the affordable homes shall be affordable rented homes and the 50% shall be intermediate housing. In addition Condition 18 of the outline approval requires the submission of an affordable housing strategy prior to the submission of any reserved matters application in relation to any phase. The applicant has submitted a revised affordable strategy to the EDC for approval (application ref. EDC/16/0122), which is currently awaiting determination.

Condition Amendments

Condition 2

Alteration to reflect amended references and additional details

Supporting Information:

- Planning Statement (August 2016) prepared by GL Hearn inclusive of:
 - Car Parking Technical Note.
 - Utilities Statement.
- Design and Access Statement (November 2016) prepared by AFL Architects, inclusive of:
 - Drainage Strategy.
 - Levels.
 - Movement.
 - Street Lighting.
 - Sustainability Strategy.
- Car and Van Parking Survey (September 2016), prepared by WSP.
- Noise Assessment (August 2016) prepared by WSP.
- RSK - Assessment of Foundation Solution on Controlled Waters (December 2015)
- E-mail dated 11th November 2016 from Robert Marriner (Acoustics) at WSP.

Residential Drawings:

- Site Location Plan ref AL-1C-00-001 Rev P3
- Existing Site Plan ref AL-1C-90-001 Rev P4
- Proposed Site Plan ref AL-1C-90-002 Rev P5
- Unit Type Plan ref AL-1C-90-010 Rev P3
- Affordable Housing Plan ref AL-1C-90-011 Rev P3
- Car Parking Plan ref AL-1C-90-012 Rev P3
- Building Height Plan ref AL-1C-90-013 Rev P3
- Refuse and Servicing Plan ref AL-1C-90-014 Rev P3
- Design and Access Statement ref DAS-1C-001 Rev P3

Condition 4 (Acoustic Assessment)

Delete condition

Officer Comments: The applicant has submitted additional details in relation to noise levels generated by the sports pitches and the potential impact on the amenity of future residents (Block 5). The details submitted are considered to be acceptable by the Environmental Health Officer and the condition can be removed.

Condition 5

No development shall take place until a scheme, which outlines the measures to be implemented within the development, to provide for a reduction in energy use through a fabric first approach has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and subsequently retained and maintained in accordance with the approved details.

Reason: To ensure that the development meets the objectives of energy efficiency in new building design and construction pursuant to policy CS23 of the Dartford Core Strategy 2011.

Informative: These details could include the improvement of the fabric thermal performance of the buildings, a reduction in thermal bridging, an improvement to air-tightness, the installation of energy efficient ventilation and heating services / enhanced insulation and construction technologies.

Condition 11

Amend reference from 1995 to 2015.