

**Reference:** EDC/17/0049

**Agenda Item: 007**

**Site Address:** Land West Of Springhead Road (Springhead Park), Springhead Road, Northfleet.

**Proposal:** Application for the approval of reserved matters pursuant to outline planning permission reference number 20150155 being the development of land at Ebbsfleet for mixed use up to 789,550m<sup>2</sup> gross floorspace comprising employment, residential, hotel and leisure uses, supporting retail and community facilities and provision of car parking, open space, roads and infrastructure; relating to erection of 126 residential dwellings in Phase 2B of Springhead Quarter including access, appearance, landscaping, layout and scale, and amendment to Phase 1B in respect of rear gardens and rear boundary treatment.

**Applicant:** Countryside Properties

**Ward:** Northfleet South

**SUMMARY:**

The proposed development comprises the construction of 126 residential properties and the associated highway infrastructure, parking and servicing (including garages, bin and cycle stores) required in connection with those units. Submitted for approval are details of the siting, design, external appearance, access to, and indicative landscaping.

A mixture of units is proposed, 6no. one bedroom flats, 20no. two bedroom flats, 26no. 2 bedroom houses, 56no. three bedroom houses, and 18no. four bedroom houses. The density of the proposed development is approximately 45.5 dwellings per hectare. The proposals also include a pedestrian/cycle link on the northern side of Phase 2B that connects the previously constructed Penn Green Park and links to public footpath NU19 to the east / south.

Information submitted as part of the application has addressed issues in relation to drainage, archaeology and ecology, with appropriate conditions. A unilateral agreement accompanies this application for securing contribution towards SPA/SSSI and Ramsar sites mitigation.

The principle of the development accords with the outline planning permission, Springhead Quarter Masterplan, and approved strategies. The applicant has worked closely with EDC officers to provide a good quality scheme with an efficient layout that could be accommodated within the available site area. The development uses a transitional approach to the design of the housing typologies by reflecting those already consented properties in adjoining phases whilst also improving on the design and materials used. This phase would provide for a safe and attractive living environment for future residents in keeping with Garden City principles. The application is therefore recommended for approval subject to conditions and completion of the unilateral undertaking.

**RECOMMENDATION: Approval subject to: -**

**The applicant entering into a Unilateral Undertaking to commit to the payment of**

**£223.58 per dwelling towards Strategic Access Mitigation and Management (SAMMS)**

**And the following conditions** with delegated authority to the Chief Planning Officer to make minor changes to the wording:

Conditions

**Time Limit and Plans**

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 hereby permitted shall be carried out in accordance with the following plans and documents:

- Drawing No. 2607B-10 B - Site location plan
- Drawing No. 2607B-01 K - Proposed Site Roof Plan
- Drawing No. 2607B-67 E - Parking Strategy Plan
- Drawing No. 2607B-68 D - Refuse Strategy Plan
- Drawing No. 2607B-69 D - Cycles Footpaths Strategy Plan
- Drawing No. 2607B-70 E - Boundary Treatment Strategy Plan
- Drawing No. S00002\_A\_L\_PL\_001\_PL2 - Soft Landscape Strategy Plan
- Drawing No. 2607B-40 B - House Type D
- Drawing No. 2607B-41 B - House Type E
- Drawing No. 2607B-42 B - House Type G
- Drawing No. 2607B-43 B - House Type H
- Drawing No. 2607B-44 B - House Type I
- Drawing No. 2607B-45 D - House Type J
- Drawing No. 2607B-46 B - House Type J2
- Drawing No. 2607B-47 B - House Type K
- Drawing No. 2607B-48 C - House Type L
- Drawing No. 2607B-49 B - House Type M
- Drawing No. 2607B-50 B - House Type N
- Drawing No. 2607B-51 C - House Type O
- Drawing No. 2607B-52 B - Apartments A B C & F 1 of 2
- Drawing No. 2607B-53 B - Apartments A B C & F 2 of 2
- Drawing No. 2607B-54 C - House Type R
- Drawing No. 2607B-55 C - House Type S
- Drawing No. 2607B-56 C - House Type T
- Drawing No. 2607B-57 C - House Type U
- Drawing No. 2607B-58 E - Apartments Plots 1-7 P,Q, V, W & X Types
- Drawing No. 2607B-59 A - Carports
- Drawing No. 2607B-60 A - Carports
- Drawing No. 2607B-61 A - Cycle/Bin Stores
- Drawing No. 2607B-62 C - Street Scenes Sheet 1 of 4
- Drawing No. 2607B-63 C - Street Scenes Sheet 2 of 4
- Drawing No. 2607B-64 C - Street Scenes Sheet 3 of 4
- Drawing No. 2607B-65 C - Street Scenes Sheet 4 of 4
- Drawing No. 2607B-66 A - Apartments Plots 7-14 P,Q, V, X & Y Types
- Drawing No. C6838/SK1 C - Refuse Vehicle Tracking

- Drawing No. C6838/SK2 A - Visibility Splays and Forward Visibility
- Drawing No. C6838/SK3 - Fire Appliance Tracking
- Proposed External Materials Springhead 2B

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

#### **Prior to Commencement of Development**

3. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved specification and timetable.

Reason: To ensure that features of archaeological interest are properly examined and recorded in accordance with Gravesham Core Strategy Policy CS20 and National Planning Policy Framework paragraph 131.

4. No development shall take place until details of foundations, designs and any other proposals involving below ground excavation have been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that due regard is had to the preservation in situ of important archaeological remains in accordance with Gravesham Core Strategy Policy CS20 and National Planning Policy Framework paragraph 131.

#### **Prior to Development above Foundation Level**

5. No development above foundation level shall take place until written details and samples of the external materials to be used in the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. Such details shall include balconies and screening, front entrance porches and canopies, and the design and future maintenance of motorbike inhibitors to pedestrian accesses to public footpath NU19. The development shall be carried out in accordance with the approved details with the balconies, screens, porches, and canopies installed prior to the occupation of the dwelling to which they relate, and motorbike inhibitors installed prior to use of the pedestrian access to which it relates.

Reason: In the interests of visual amenity and to ensure a high quality of appearance for the development as a whole in accordance with Gravesham Core Strategy Policy CS19.

6. No development above foundation level shall take place until a scheme of soft landscaping has been submitted to and approved by the Local Planning Authority. Such details shall also consider ecological enhancements which may be incorporated into the landscaping scheme and accord with the Landscape Long Term Management Plan for Open Spaces within Development (reference Z03022-PL-L16 by Countryside Properties dated May 2011). All planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented during the first planting season following occupation of the buildings or completion of the development, whichever is the earlier. Any trees or plants which within 5 years of planting are removed or become seriously damaged or diseased shall be replaced in

the next planting season with others of a similar size and species, unless the Authority gives written consent to any variation.

Reason: Pursuant to condition 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality, and enhance the ecological and biodiversity value of the site, in accordance with Gravesham Core Strategy Policy 19 and National Planning Policy Framework paragraph 118.

7. No development above foundation level shall take place until details of traffic calming measures to be incorporated within the primary road through the site based on those as indicatively shown on drawing no. C6838/SK2 A have been submitted to and approved in writing by the Local Planning Authority. The traffic calming measures shall be carried out in accordance with the approved plans and implemented within six months of opening of the road for use by public vehicles.

Reason: In the interests of highway and pedestrian safety in accordance with Gravesham Local Plan Saved Policy T1.

8. No development above foundation level shall take place until details of external lighting to adopted and un-adopted roads within the site, including the relationship to any trees, have been submitted to and approved in writing by the Local Planning Authority. The light spill from the external lighting into windows of the closest existing or approved residential properties, measured as a vertical luminance, shall not exceed 10 Lux between the hours of 07:00 and 23:00 and 2 Lux between the hours of 23:00 and 07:00. The development shall be carried out in accordance with the approved plans with the lighting implemented prior to the occupation of the part of the development to which it relates.

Reason: To safeguard conditions of residential and visual amenity and enhance the ecological and biodiversity value of the site in accordance with Gravesham Core Strategy Policy 19 and National Planning Policy Framework paragraph 118.

### **Compliance Conditions**

9. The development shall incorporate and implement the mitigation measures and safeguards as set out in Section 6 of the Ecological Appraisal prepared by Aspect Ecology (reference 1004446 dated 08 March 2017), and also the proposed habitat clearance methodology as set out in sections 4 and 5 of the Technical Briefing Note prepared by Aspect Ecology (reference 1004446 Ms001 PRM vf dated 17 May 2017).

Reason: In order to enhance the ecological and biodiversity value of the site in accordance with Gravesham Core Strategy Policy CS19 and National Planning Policy Framework paragraph 118.

10. The development shall incorporate the noise attenuation measures laid out in Figure 7 of the Acoustic Assessment prepared by Grant Acoustics dated 08 March 2017 (reference GA-2014-0046-R1-Ph2b-RevA). The approved works shall be carried out in full prior to first occupation of each relevant dwelling.

Reason: In order to safeguard the living conditions of the future occupants of the dwelling units hereby permitted in accordance with Gravesham Core Strategy Policy CS19.

11. Foul and surface water drainage for the development shall be provided in accordance with the details set out in the Phase 2B Drainage Strategy Statement by Peter Brett Associates (reference 29888/2015/TN001 dated 24 March 2017). The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of the part of the development to which it relates.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance in accordance with Gravesham Core Strategy Policy CS18.

12. The areas shown on drawing no. 2607B-67 E as vehicle parking space / garaging / car port shall be provided, surfaced and drained, prior to the occupation of each dwelling to which it relates. Thereafter it shall be kept available for such use and no permanent development (including fitting of doors or other means of enclosure to car ports), whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved parking space and garaging.

Reason: To ensure adequate parking provision is available to serve the development in accordance with Gravesham Local Plan Saved Policy P3.

13. The cycle and bin stores shown within the approved plans, shall be provided, furnished, secured, and made available for use prior to occupation of the apartments to which they relate. Thereafter, they shall be kept furnished, secure, and available for such use.

Reason: To ensure appropriate facilities for the storage and recycling of waste are incorporated into the development and encourage sustainable travel in accordance with Gravesham Core Strategy Policy CS19.

14. The development shall ensure the provision of pedestrian visibility splays as illustrated on Drawing No. C6838/SK2 A. Thereafter no boundary wall, fence, or other means of enclosure or obstruction shall be erected or placed within the approved pedestrian visibility splays.

Reason: In the interests of highway and pedestrian safety in accordance with Gravesham Local Plan Saved Policy T1.

15. Notwithstanding the provisions of Article 3 of and Part 1 Class F, and Part 2 Classes A and B of Schedule 2 to the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) or in any equivalent Class in any Order revoking or re-enacting that Order, no additional hard surface for the purpose of parking a motor car, no additional means of access to a highway and no erection, construction or alteration to a gate, fence or other means of enclosure shall be carried out without the prior written permission of the Local Planning Authority having first been obtained.

Reason: In order to maintain a good standard of design and amenity, to maintain the open character of the development and to ensure the proper planning of the area in accordance with Gravesham Core Strategy Policy CS19.

16. Notwithstanding the provisions of Article 3 of and Part 1 Classes A, B, C, and D of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or in any equivalent Class in any Order revoking

or re-enacting that Order no enlargement, improvement or other alteration of the dwellings hereby permitted, including an addition or alteration to the roof or the construction of a porch outside any external door, shall be carried out without the prior written permission of the Local Planning Authority having first been obtained.

Reason: In view of the restricted size of many of the plots on this high density development and in order to maintain a good standard of design to ensure the proper planning of the area in accordance with Gravesham Core Strategy Policy CS19.

#### Informatives

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Ebbsfleet Development Corporation, as local planning authority, has taken a positive and proactive approach to the proposed development, focusing on finding solutions:
  - The agent was advised of planning issues during the processing of the application and additional information has been submitted to address these.
  - The application was determined within the relevant timescales.
2. The elements of Phase 1B previously approved under reserved matters (reference EDC/16/0088) which are amended by this application are the extent of rear gardens of plots 132 and 133, and the close boarded fence rear boundary treatment to plots 132 to 140.
3. This decision notice does not approve details of hard surface treatments. Condition H6 of the outline planning permission requires approval of the surface finishes for roads, footpaths, cycle ways and car parking areas prior to the commencement of the phase of development to which it relates.
4. When making the assessment for light spill from external lighting pursuant to condition 8, reference shall be made to The Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light. For any external lighting proposed along the southern boundary of the site, the details shall consider and mitigate the impact of the proposed lighting on foraging/ commuting bats.
5. The applicant must ensure that their proposal, both during construction and after completion of works on site, does not:
  - encroach onto Network Rail land
  - affect the safety, operation or integrity of the company's railway and its infrastructure
  - undermine its support zone
  - damage the company's infrastructure
  - place additional load on cuttings
  - adversely affect any railway land or structure
  - over-sail or encroach upon the air-space of any Network Rail land
  - cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future
6. For street naming and numbering enquires please contact the Street Naming and Numbering Officer at Gravesham Borough Council using the details below:

Telephone: 01474 337417

## 1.0 SITE CONTEXT AND PROPOSAL

### 1.1 Background

- 1.1.1 The application site, subject of this reserved matters submission, comprises an area of 2.76 hectares and includes land within the south eastern corner of Springhead Quarter between land previously the subject of detailed consents for Phase 1, Phase 2 and revised route of public footpath NU19.

#### *Ebbsfleet Valley Outline Consent including Springhead Quarter*

- 1.1.2 Springhead is one quarter of the Ebbsfleet Valley outline consent, which straddles the administrative boundary between Gravesham Borough Council (GBC) and Dartford Borough Council (DBC). Duplicate outline planning applications for the development of up to 789,550 sq m of floorspace for a range of uses were submitted in 1996 to the two authorities (Gravesham planning permission reference 19960035 and Dartford planning permission reference DA/96/00047/OUT), and following completion of a shared section 106 agreement, both applications were approved on 21st November 2002.
- 1.1.3 For Springhead Quarter, three reserved matters applications for the first phase of the development were submitted to and approved by GBC in 2006, covering (i) the new Springhead Road junction (ii) the first phase of the Spine Road, and (iii) the first 388 residential units. Through subsequent amendments to the scheme design, the number of residential units in Phase 1 has subsequently reduced to 378. Phase 1 was commenced in 2007, implementing the outline consents, and to date, 316 residential units have been built and occupied, 298 on phase 1 and 18 on phase 2A.
- 1.1.4 Two reserved matters applications, one for the second stage of the Spine Road (reference 20090058), and one for the construction of a new bridge across the River Ebbsfleet (reference 20090057) were both approved on 15 April 2009, however have not been implemented. The Outline Planning permission requires the details approved by these consents to commence by 21 November 2024. A new reserved matters application for the second stage of the Spine Road is currently under consideration, and from pre-application discussions a section 73 application is expected to be submitted to vary the reserved matters details for the bridge across the River Ebbsfleet.
- 1.1.5 An application for approval of reserved matters for a place of worship/community centre (now known as the Eastgate Centre) was approved in 2010 and implemented. Two section 73 applications were submitted to amend the previously approved details, the latest being approved under reference 20131026. An application for two single storey extensions to the Eastgate Centre was approved on 21 March 2017 under planning permission reference EDC/17/0010.
- 1.1.6 An application for approval of reserved matters for residential Phase 2A, comprising a further 123 residential units, was approved on 14 November 2011. However, due to issues of viability, Phase 2A was not implemented at that time, and work on site ceased in 2012.
- 1.1.7 A Section 73 application was made to Gravesham Borough Council in 2012 to vary the outline permission, under planning permission reference 20120186, and substituting part of the residential allocation in Northfleet Rise Quarter with the employment element originally envisaged for Springhead Quarter. The effect was to

increase the quantum of residential development that could be constructed in Springhead from 'up to 600 units' to 'up to 900 units', and reduce the quantum of employment floorspace in Springhead from 'up to 50,000 sq m' to 'up to 5,000 sq m'. This was approved on 28 August 2013.

- 1.1.8 Further section 73 applications were made in 2015 to both Gravesham and Dartford Borough Councils to address the viability of delivery, and the timing of social and physical infrastructure requirements being required in the early phases of development. These included a viability appraisal for the delivery of Springhead Quarter, seeking to vary the requirements for infrastructure provision where the three remaining quarters had not been developed concurrently with Springhead. The Viability Appraisal was premised on the delivery of a maximum of 800 residential units in Springhead Quarter. Both Dartford Borough Council and Gravesham Borough Council resolved to grant the applications in 2015, subject to the completion of a Deed of Variation to the original s106 agreement. Since the applications were submitted, Ebbsfleet Development Corporation (EDC) became the determining Local Planning Authority for the Ebbsfleet Valley Area. Following completion of the Deed of Variation, the two updated section 73 Outline Planning Permissions were approved by the EDC on 24 February 2016 under planning permission reference 20150155 in respect of land within Gravesham Borough, and under planning permission reference DA/15/00351/VCON in respect of land within Dartford Borough.
- 1.1.9 Following grant of revised outline consent, a section 73 application to reserved matters for residential Phase 2A of Springhead Quarter was approved on 24 March 2016 under reference 20151220. This amended the house type designs, boundary treatments, affordable housing tenure plan and housing mix/ parking schedule. Construction within residential Phase 2A recommenced on site in April 2016.

#### *Phase 2B Application site*

- 1.1.10 The application site includes land immediately to the south east of the central park (Penn Green Park), and immediately adjacent to two small play areas approved with the Phase 2A reserved matters. It also includes a road access through the site linking to roads within the previously approved phases 1 and 2A. This road access was previously approved with Phase 2A, however is included within the red line boundary of this proposal to enable the site to be considered as a whole and not as two divided sections, and is referred to in this report as the primary road though the site.
- 1.1.11 The majority of the site is currently used for temporary site offices, parking area, and storage of soils, building materials in connection with construction activities at Springhead Park.
- 1.1.12 Public footpath NU19 adjoins the southern and eastern boundaries of the site. The southern section runs between the site and disused railway, continues along the southern boundary of Phase 2A and into Linear park, where it connects with two other public footpaths; NU47, which continues along the south-eastern boundary of Linear Park; and NU16 which crosses the railway bridge (currently used as a construction access with temporary footbridge attached) to Sainsbury's superstore.

## 1.2 Proposal

- 1.2.1 The application seeks consent for the details of the siting, design, external appearance, access to, and landscaping for construction of 126 residential properties, and the associated highway infrastructure, parking and servicing



(including garages, bin and cycle stores) required in connection with those units. This is comprised in the following documents:

- Site Layout Plans
- Floor Plans and Elevations for all apartments and house types, carports, cycle/bin stores
- Street Scenes
- Proposed Floor Areas Schedule
- Topographic survey
- Parking Strategy Plan
- Refuse Strategy Plan
- Cycles/Footpath Strategy Plan
- Visibility Splays plan
- Refuse Vehicle and Fire Appliance Tracking Plans
- Boundary Treatment Plan
- Soft Landscape Strategy Plan
- External Materials typical palette
- Topographical Survey
- Statement of Community Consultation
- Parking Beat Survey Note
- Acoustic Assessment
- Technical Appraisal - Ground conditions and utilities
- Ecology Report and Technical Update Note
- Drainage Strategy
- Design Statement
- Construction Phase Plan
- Archaeology Update Letter
- Landscape Management Plan
- Planning Statement

1.2.2 The principal road through the Phase 2B site was approved as part of the Phase 2A reserved matters, and has already been constructed. The highway is included in the current application for completeness, however no changes are proposed to this. Two small play areas outside of the red line to the north and south west were also previously approved as part of the Phase 2A Reserved Matters.

1.2.3 A mixture of units is proposed, 6no. one bedroom flats, 20no. two bedroom flats, 26no. 2 bedroom houses, 56no. three bedroom houses, and 18no. four bedroom houses. All of the proposed units meet the Nationally Described Space Standard (NDSS) except for the block of 9 flats, plots 77-85 which mirrors design of adjacent block in phase 1.

1.2.4 The provision of an additional 126 units in Phase 2B would bring the cumulative number of permitted residential units in Springhead Park to date to 627. The net site area for Phase 2B is 2.76 ha, and therefore 126 residential units equates to a density of around 45.5 dwellings per hectare. Taken together with the Phase 1 (378 units on a net 6.2 ha) and Phase 2A (123 units on a net 3.52 ha), the cumulative net residential density on Springhead Park to date would be approximately 50 dwellings per hectare.

1.2.5 The proposals also include a pedestrian/cycle link on the northern side of Phase 2B that connects the previously constructed Penn Green Park with the northern play area mentioned above and three links to public footpath NU19 near plots 1-7, 28/29

and 56. Surfacing and landscaping for footpathNU19 was previously approved in 2006 and implemented following the reserved matters consent for Phase 1.

## **2.0 RELEVANT PLANNING HISTORY**

### Outline Permission

- 2.1 20150155 The development of land at Ebbsfleet for mixed use up to 789,550m<sup>2</sup> gross floorspace comprising employment, residential, hotel and leisure uses, supporting retail and community facilities and provision of car parking, open space, roads and infrastructure and being for the variation/deletion of the following planning conditions of outline planning permission 20120186 (which itself was a variation of the original outline planning permission reference 19960035): D9 (affordable housing quantum), D10 (lifetime homes quantum), D15 (employment timing), F6 (Springhead highway improvement), G1 (pre-school nursery timing), G2 (primary school timing), G3 (health care provisions), G4 (family centre timing), G7 (local park timing), G8 (allotments), G9 (playing fields quantum), G10 (sports centre requirement), G11 (affordable housing timing), G12 (Lifetime Homes timing), G15 (adult education provisions) and G16 (recycling facility provisions).  
Approved 24.02.16 subject to conditions and Section 106 Agreement Deed of Variation

### Quarter Masterplan and Strategies

- 2.3 20080843 Application for approval of condition C6(a)(b) & (c) of Planning permission reference number 19960035 relating to the updating of the Springhead Quarter Master Plan.  
Approved 15.01.09
- 2.4 20150217 Application for the approval of amendments to the Ebbsfleet wide Transport Strategy and replacement Springhead Quarter Transport Strategy, originally approved under application 20030441 on 13 May 2005 pursuant to the requirements of planning condition F1 (a-d) and F1(c) respectively of the outline planning permission reference number 19960035 for mixed use development up to 789,550 sq. metres of gross floor space, and as subsequently amended and updated by addendums approved under application reference 20120187 on 18 December 2012.  
Approved 24.02.16
- 2.5 Other Ebbsfleet-wide and strategies, including Construction Code of Conduct, and Archaeological Framework were approved under reference 20030660. Springhead Quarter Strategies, including the Landscape Scheme were also approved under the same permission.

Reserved Matters Permissions

- 2.6 20060454 The siting, design, external appearance, means of access and landscaping for phase 1 of the development comprising 388 residential units with associated car parking spaces, services and open space.  
Approved 11.09.06 subject to conditions
- 2.7 20060604 Details of the siting, design, external appearance, means of access and landscaping for the spine road serving the first phase of residential development.  
Approved 11.09.06 subject to conditions
- 2.8 20090057 Reserved matters application pursuant to outline planning permissions GR/1996/0035 (Gravesham BC) and DA/96/00047OUT (Dartford BC) for the development of a bridge over the River Ebbsfleet, and being the "Springhead Bridge Link", including road, foot and cycle ways, the creation of two sections of Permissive Ways, regrading of embankments, landscapes, an attenuation balancing pond, utilities and associated works including engineering works and other operations.  
Approved 15.04.09 subject to conditions
- 2.9 20090058 Reserved matters application pursuant to outline planning permission reference GR/1996/0035 for the construction of the Springhead Spine Road Phase II including road, footway and cycleway, car parking, the creation of a Permissive Way, attenuation balancing pond, landscaping, utilities and associated works including engineering works and other operations.  
Approved 15.04.09 subject to conditions
- 2.10 20131026 Minor material amendments to planning permission reference number 20110794 (reserved matters approval for a multi-functional community centre and place of worship) and subsequent conditions approval reference number 20120749 and being for amendments to the design and detailing, variation of condition 4 in respect of the design and implementation of soft landscaping, variation of condition 5 in respect of the implementation of the boundary treatments and minor amendments to site levels.  
Approved 10.01.14 subject to conditions
- 2.11 20151220 Application for minor material amendment to Reserved matters approval reference number 20110606 (relating to approval of details of the access, appearance, landscaping, layout and scale for Phase 2A of Springhead Park and comprising the erection of

123no. dwellings) to amend the house type designs and boundary treatments and update the approved affordable housing tenure plan and housing mix/parking schedule.

Approved 24.02.16 subject to conditions

2.12 ECC/16/0012

Application for the approval of reserved matters pursuant to outline planning permission reference number 20150155 being the development of land at Ebbsfleet for mixed use up to 789,550m<sup>2</sup> gross floorspace comprising employment, residential, hotel and leisure uses, supporting retail and community facilities and provision of car parking, open space, roads and infrastructure: in respect of landscaping proposals for Linear Park (Phase 1).

Approved 19.09.16 subject to conditions

2.13 EDC/16/0088

Application for the approval of reserved matters pursuant to outline planning permission reference number 20150155 being the development of land at Ebbsfleet for mixed use up to 789,550m<sup>2</sup> gross floorspace comprising employment, residential, hotel and leisure uses, supporting retail and community facilities and provision of car parking, open space, roads and infrastructure: in respect of Phase 1B, incorporating changes to residential dwellings from 13 houses and 9 apartments to the erection of 13 houses and 10 apartments.

Approved 19.01.17 subject to conditions

2.14 EDC/17/0092

Application in respect of reserved matters for extension of Springhead Parkway (Springhead Spine Road Stage 2) pursuant to outline planning permission reference no. 20150155.

Application under consideration.

### **3.0 PUBLICITY**

3.1 The application has been publicised as a Major Development and a Development affecting a Public Right of Way. 25 Neighbours were notified in addition to press and site notices and in the Ebbsfleet Development Corporation weekly list. Following a minor change to application boundary, the application was re-publicised by press and site notices.

3.2 Neighbour notification letter expiry date: 27.04.16

3.2 Site notice expiry date: 21.07.17

3.3 Press notice expiry date: 27.07.17

### **4.0 REPRESENTATIONS**

4.1 The following representations have been received neither in support or objection to the application:

## Swanscombe and Greenhithe Town Council

No Observations

## NHS Clinical Commissioning Group

Advising contributions required towards healthcare provision arising from 126 dwellings.

*Officer Comment: Healthcare provision for the Ebbsfleet Valley Development, including the dwellings proposed in this application, has previously been assessed at Outline application stage, with requirements set out by condition G3 of the outline planning permission.*

## **5.0 CONSULTATION RESPONSES**

5.1 The following organisations have been consulted on the application:

- Environment Agency
- Natural England
- Kent Wildlife Trust
- Gravesham Borough Council Planning Services
- Gravesham Borough Council Regulatory Services
- Gravesham Borough Council Operational Services
- Gravesham Borough Council Northfleet South Ward Members:
  - Cllr John Burden
  - Cllr John Loughlin
  - Cllr Narinder Singh Thandi
- Dartford Borough Council Planning Admin
- Kent Police Crime Prevention Design Advisor
- Southern Water
- KCC Highways & Transportation
- KCC Heritage
- KCC Public Rights of Way
- KCC Ecology
- KCC Lead Local Flood Authority
- KCC Property (in respect of school site ownership)
- UK Power Networks
- Kent Fire and Rescue Services
- Dartford and Gravesham Ramblers Association
- High Speed 1
- Network Rail (in respect of adjacent former railway land)

5.2 The following responses have been received and summarised as follows reflecting the latest position of each consultee who has provided comments:

### Environment Agency

(03.07.17) No Comments

### Natural England

(27.04.17) Consider that without appropriate mitigation the application is likely to:

- Result in increased recreational pressure to the Medway Estuary and Marshes and the Thames Estuary and Marshes Special Protection Areas (SPAs) and Ramsar Sites and the associated Sites of Special Scientific Interest (SSSIs)

- Result in impacts to protected and priority species

In order to mitigate these adverse effects and make the development acceptable, contribution to the Thames, Medway and Swale Strategic Access Management and Monitoring Strategy should be secured. Detailed advice also provided on designated sites, Ebbsfleet Garden City Vision, and protected species (referring to standing advice).

(17.07.17) No comments on additional information submitted subject to advice in letter of 27.04.17 being fully considered when determining the application.

*Officer comment: Contribution to be secured by Unilateral Undertaking as discussed in sections 7.11.5 to 7.11.7 of this report.*

Kent Wildlife Trust

No response received

Gravesham Borough Council Planning Services

No response received

Gravesham Borough Council Regulatory Services

(30.06.17) No Comments

Gravesham Borough Council Operational Services

No response received

Gravesham Borough Council Northfleet South Ward Members

Cllr John Burden, Cllr John Loughlin and Cllr Narinder Singh Thandi

No responses received

Dartford Borough Council Planning Admin

(27.04.17) No observations on the proposals

Kent Police Crime Prevention Design Advisor

(27.04.17) Consideration in the Design and Access Statement has been given to crime prevention. However concern raised regarding secluded parking area to rear of plots 88 and 89 that could attract anti-social behaviour, recommending removal or re-design of the pedestrian path between plots 88 and 89. Also recommend gating at the start of some garden paths, for example between plots 42 and 51, and raising boundary at rear of plots 53 to 55 to 1.8m. A slightly higher security standard for doorsets and windows that specifies certification in addition to testing was also recommended.

*Officer comment: Consultation response discussed in section 7.8.6 of this report.*

Southern Water

(17.05.17) No comments to make in respect of the reserved matters for access, appearance, landscaping, layout and scale.

KCC Highways & Transportation

(28.04.17) Comments made as follows:

1. Requested proposed design speed of the road through the site and plan showing visibility splays complying with Manual for Streets (MfS) for all road junctions where they would be outside of the adoptable highway.
2. Requested plan showing the location of traffic calming features.

3. Requested tracked path drawings for refuse vehicles in cul-de-sacs.
4. That Gravesham use bins for recyclables as opposed to sacks stated in the design statement.
5. Pedestrian routes for refuse collection on some dwellings are not always clear and in excess of 25 metres in some cases.
6. Requested plan showing visibility splays for properties with driveways located on bends.
7. Requested plan showing visibility splays for parking spaces around the northern play area, or for an alternative parking arrangement to be proposed.
8. That it is not immediately clear how Kent Fire and Rescue Service would access a fire at the front (park side) of the apartment block, plots 77-85.

(11.07.17) Drawing Ref. C6838/SK2 – Visibility Splays and Forward Visibility, substantially addresses points 1, 2 and 7 from response dated 28.04.17. Planning condition recommended that visibility splays shown in green are maintained free of obstruction higher than 1 metre above the adjacent road surface. Would require visibility splays at plots 96, 97, 105, 106, 118 and 119 to be entirely within the public highway. Raised concern with short length of driveways in front of integral garages for plots 112-117 potentially leading to vehicles blocking highway whilst garage doors are being opened.

(12.07.17) Drawing no.s C6838-SK1C and C6838-SK3 showing tracked path drawings for refuse vehicle and fire appliance are satisfactory (in relation to point 3 from response dated 28.04.17). In relation to point 6, request design speed to be no more than 20 miles per hour (mph) so traffic calming features should be spaced no more than 60 metres apart.

(08.08.17) Referring to recently sent unnumbered drawing “Plots 111-119 visibility splays” recommend that houses at plots 112/113 be adjusted so that garage of plot 113 becomes 1 metre closer to the road and garage of plot 112 remains the same distance from the road, to reduce area in front of plot 113 garage and likelihood of car parking there and blocking the footway. As visibility splays from these driveways are compatible with 20 mph design speed, separation of traffic calming features should be 60 metres. If cannot be resolved before committee recommend securing by condition, in addition to those requested in response of 11.07.17.

*Officer comment: Consultation responses discussed in sections 7.8.2 to 7.8.5 of this report. Condition 14 is recommended to require visibility splays to remain unobstructed and Condition 7 is recommended for traffic calming measure details to be provided for which a 60 metre distance can be required. For visibility splays to be entirely within the public highway, this can be managed through minor amendments to the footway widths to be provided in detailed landscaping proposals under condition 6 recommended for soft landscaping and under condition H6 of the outline planning permission for hard landscaping.*

#### KCC Heritage

(04.05.17) The submitted plan showing archaeological trenching and excavation works to date is useful however there is no supporting heritage statement setting out archaeological works which have taken place on the site, the findings or likely findings, and impact on the proposed residential development. Additional assessment is required clearly showing the existing archaeological resource and the proposed groundworks impact. Two pre-commencement conditions are recommended; to submit a programme of archaeological work, and to submit details of foundations designs and any other proposals involving below ground excavation.

*Officer comment: Consultation response discussed in section 7.11.3 of this report.*

#### KCC Public Rights of Way

(28.04.17) The proposed cycle route and pedestrian footpaths through the development site would be a valuable addition to the public rights of way network, but consideration should be given to ongoing maintenance. Recommend pedestrian routes to be overlooked by properties and fronted by development, with good sight lines from properties overlooking paths to help manage routes and deter anti-social behaviour. This has been adopted for majority of the development, except alongside public footpath NU19 where proposed site layout would impact the character of this right of way as the path would effectively become a long enclosed route. Preference to re-configure site layout with properties fronting onto footpath NU19, however if that is not possible would request new access connections with chicane barriers or motorbike inhibitors to link footpath NU19 with the residential development. Have no objection to proposals provided their considerations are taken into account and Public Footpath NU19 is not obstructed by the development.

(17.07.17) Earlier response dated 28.04.17 remains appropriate, noted amendments to the proposed plans including provision of additional pedestrian accesses to NU19 with motorbike inhibitors. Further comments received that these additional links improve access but more should be provided, raised safety concerns for path users due to these being located along new estate routes rather than off-road routes, that 1.8 metre close boarded fencing along the route of NU19 restricts sight lines onto the footpath and future maintenance of the barriers should be considered.

*Officer comment: Consultation responses discussed in sections 7.8.7 and 7.8.8 of this report.*

#### KCC Ecology

(26.04.17) Satisfied that the submitted ecological appraisal provides a good understanding of the ecological interest at the proposed development site, however advise that there is a need for details of the precautionary approach for reptiles to be provided prior to determination.

(07.06.17) Satisfied with the precautionary approach strategy subsequently submitted for the application and advise that sufficient information has now been submitted to determine the planning application.

*Officer comment: Consultation responses discussed in section 7.11.4 of this report.*

#### KCC Lead Local Flood Authority

(18.04.17) Subject to the LPA being satisfied that sufficient provision is retained within the phase 1 surface water network for the future connection of phase 2a Kent County Council as Lead Local Flood Authority have no objection to the Reserved Matters application in relation to phase 2b.

(13.07.17) No further comments to make following re-consultation of the application.

*Officer comment: Consultation response discussed in section 7.11.2 of this report.*

#### KCC Property

No response received

#### UK Power Networks

No objections to the proposed works



### Kent Fire and Rescue Service

No response received

### High Speed 1

No response received

### Network Rail

(18.04.17) The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Further detailed comments also provided regarding future maintenance, drainage, plant and materials, scaffolding, piling, fencing, lighting, noise and vibration, landscaping including vegetation management and recommended planting species booklets, and vehicle incursion.

*Officer comment: Consultee comments recommended to be included as an informative on the decision notice.*

## **6.0 PLANNING POLICY**

### 6.1 National Policy & Guidance

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

Technical Housing Standards – Nationally Described Space Standard

### 6.2 Development Plan

Gravesham Borough Local Development Framework – Core Strategy (2014):

- CS01 - Sustainable Development
- CS06 - Ebbsfleet (Gravesham) Opportunity Area
- CS11 - Transport
- CS12 - Green Infrastructure
- CS13 - Green Space, Sport and Recreation
- CS14 - Housing Type and Size
- CS15 - Housing Density
- CS16 - Affordable Housing
- CS19 - Development and Design Principles
- CS20 - Heritage and the Built Environment

Gravesham Borough Local Plan First Review 1994 – Saved Policies (2014):

- T1 - Impact of Development on Highway Network

P3 - Policy for Vehicle Parking Standards

### 6.3 Other Guidance

Ebbsfleet Implementation Framework (2017)  
Gravesham Borough Supplementary Planning Guidance - Residential Layout  
Guidelines (February 1996)

## 7.0 **PLANNING APPRAISAL**

7.1 The main issues to be considered in connection with this proposal are each of the Reserved Matters (access, appearance, landscaping, layout and scale), together with parking/ highway issues, housing standards and mix, noise, and residential amenity. Key to assessment is whether the proposal complies with local and national policy, and documents secured under the outline planning permission, including the Quarter Masterplan and Quarter Transport Strategy.

7.2 Matters relating to archaeology, ecology, and drainage have been considered as part of the outline permission and associated strategies, however further details relating to each individual phase of development are required to be provided at reserved matters stage.

### 7.3 Principle of Development

7.3.1 The Government is committed to significantly boosting the supply of housing and the delivery of a wide choice of high quality homes. Paragraph 49 of the NPPF encourages housing applications to be considered in the context the presumption in favour of sustainable development and paragraph 52 endorses the provision of new homes that follow the principles of Garden Cities. Policy CS01 of the Gravesham Core Strategy supports the housing development of Ebbsfleet, in accordance with policies in CS06 which set out specific parameters for Springhead Quarter.

7.3.2 Approval has been secured for the principle of the development under the outline application for Ebbsfleet Valley, revised under outline planning permission reference 20150155, with a 2008 update to the Springhead Quarter Masterplan approved under reference no. 20080843.

7.3.3 In relation to Springhead Quarter, a number of proposed use allocations identified in the 2008 Quarter Masterplan (QMP) have changed from that approved, particularly in relation to provision of commercial development, community uses, and allotments to the north of the site. The area proposed for Phase 2B however was identified for residential development, for which these proposed details are in accordance with. This application can therefore be considered in reference to the approved quarter masterplan.

7.3.4 Reserved Matters details have been approved for a large proportion of Springhead Quarter, including Residential Phases 1 and 2A, Linear Park Phase 1, combined Community Centre and Place of Worship, Spine Road Phases 1 and 2 and "Springhead Bridge Link".

7.3.5 This application seeks approval of details for the siting, design, external appearance, access to, and landscaping for 126 residential units forming Phase 2B of Springhead Quarter. Together with existing reserved matters consents for Phase 1 comprising 378 units, and Phase 2A comprising 123 units, this would bring the total number of residential units in Springhead Quarter to 627. Condition C7 of the outline planning

permission requires that the number of dwellings in Springhead Quarter shall not exceed 900.

- 7.3.6 The details proposed are for residential use only, together with access and landscaping in connection with that use. The application does not propose any community or open space uses within Phase 2B, since these uses have been provided within other parts of Springhead Quarter, including directly adjacent to the application site. The principle of the proposed details for Phase 2B being for residential use only is therefore considered acceptable.

#### 7.4 Appearance

- 7.4.1 Matters of appearance refer to a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. The NPPF sets out the importance for good design as being indivisible from good planning (paragraph 56), gives weight to achieving high quality designed buildings and spaces (paragraph 57) and states that planning permission should be refused for 'development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions' (paragraph 64). Gravesham Core Strategy Policy CS06 advocates for the Ebbsfleet (Gravesham) Opportunity Area the opportunity to achieve a high quality, sustainable, mixed use development, and Policy CS19 requires new development to be visually attractive, fit for purpose and locally distinctive, and integrate well with the surrounding local area, with account to be taken of the scale, height, building lines, layout, materials and other architectural features of adjoining buildings.
- 7.4.2 The current QMP does not identify character areas or street typologies, affording discretion for the appropriate appearance, layout and scale in each phase. Springhead Quarter is substantially developed with majority of properties in Phases 1 and 2A either completed or under construction. It would therefore be appropriate for Phase 2B to integrate with these earlier phases that it is sited between.
- 7.4.3 A range of house types are proposed, including two storey terraces, two storey detached and semi-detached houses, and large three storey townhouses, together with a three storey apartment block, 2no. four storey apartment blocks, and 3no. flat over garage units. The scheme generally replicates the architectural language of the preceding phases and the indicative materials originally proposed were a combination of red brick, render, rusticated render and roof tiles similar to those used in phases 1 and 2A. Of the previous two phases, the more recent phase 2A has taken a different approach to materials with greater use of brick and smaller sections of render, compared to the extensive use of render seen on phase 1. The materials choice in Phase 2B is intended to form a transition between Phases 1 and 2A with less render used than on Phase 1, but greater amount than used on Phase 2A.
- 7.4.4 The render used on properties in phase 1 has shown evidence of deterioration over time, and following discussions with the applicant to reduce the amount proposed in Phase 2B further a cladding material, light green weatherboarding, is proposed to be used on house types in addition to the brick and render elements. This material has not been used on previously approved properties in Springhead, and the combination of this with materials used on previous phases is shown in updated street scenes. As Phase 2B is situated between two phases with differing material palettes, there is need for a transition between the majority render used in Phase 1 and majority brickwork in Phase 2A, and so the principle of using some render elements is

accepted. The introduction of a material not used on previous phases is welcomed to both further reduce the amount of render used and provide visual interest.

- 7.4.5 Since the external materials details submitted in this application are indicative, a condition is recommended for the applicant to submit details and samples of the proposed materials for consideration. Design details of balconies, balcony screens, porches and entrance canopies have not been submitted in this application. These are considered to be particularly important details as would contribute to the character of the new streets. Whilst the design is likely to be similar to those used on houses in Phase 2A, which in principle would be acceptable for use on Phase 2B, in the absence of full details at this stage it is considered appropriate to reserve final approval through planning condition to avoid delay in determination of this application and to ensure these details are acceptable.
- 7.4.6 Consistent with Phase 2A, single storey rear conservatories are included in the design for larger house types. This is welcomed as provides at the outset a consistent built form for extensions that individual residents would likely seek to erect over time. Sheds shown within rear gardens of houses on layout plans the applicant has confirmed are indicative. The impact of individual property owners building sheds within enclosed rear gardens under permitted development rights would be minimal and so this is not considered to be a concern.
- 7.4.7 Three storey houses have been used to define the spine road to the western side of the site, and northern section, with two storey dwellings to the southern section. Street scenes have been submitted for the majority of the site, and the eaves and ridge heights are considered to be consistent across the different typologies. An exception to this was plots 63 and 64 as shown in street scene 3, which were previously a three storey house type in contrast to two storeys each side. An amendment has been negotiated to change these to a two storey house type. A necessary compromise is that due to insufficient space for side car parking, this has needed to be incorporated at the front, with the building line for plots 63 and 64 being behind that of houses each side.
- 7.4.8 The appearance including location and orientation of dwellings within the site has improved substantially during pre-application discussions and with addition of a new cladding material and minor amendment to siting of dwellings following submission of the application. Street scenes show consistency between adjacent house types and it is therefore considered that appearance of dwellings within the application is acceptable.

## 7.5 Layout

- 7.5.1 Matters for consideration include the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development. The NPPF encourages high quality design and good standard of amenity (paragraph 17) and the provision of safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians (paragraph 35). Core Strategy policy CS19 requires that the design, layout and form of new development will be derived from a robust analysis of local context and character and will make a positive contribution to the street scene, the quality of the public realm and the character of the area. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the designs of new neighbourhoods follow good urban design principles to deliver attractive, safe and efficient layouts that contribute positively toward an appropriate character for Ebbsfleet.

- 7.5.2 The site layout has been constrained by the primary road through the centre of the site which was previously approved under reserved matters for Phase 2A. This leaves a larger northern section of the development closest to the central park and a relatively narrow southern section of land between the primary road and existing public right of way. Additionally following grant of planning approval for Phase 2A, the junction points for the secondary road within the northern section were also set with construction of utility services having taken place, limiting the route of the secondary road. The layout does however integrate with the northern play area, and responds to the southern play area, both of which were also previously consented with Phase 2A.
- 7.5.3 The site layout provides a back to back siting of houses where possible given the constraints imposed by the roads, and with appropriately sized gardens whilst also maintaining active frontages to roads, giving priority at corners to the primary road. The layout also relates to adjoining phases 1 and 2A, having symmetry with the Phase 1 block of flats adjacent to the central park, which provides a strong feature to the eastern side of the park and a welcome aspect that has developed through pre-application discussions. The housing line at the north east of the site continues that from Phase 1, and houses at the west of the site also provide a strong frontage to the primary road together with those opposite the road in Phase 2A. The position of the internal streets means houses all face outwards, with only a small number of gardens facing the streets. The majority of street scenes are therefore active, and to increase this further, amendments to some house types were negotiated with the applicant to include additional windows.
- 7.5.4 The layout is reasonably legible given the constraint imposed by position of the primary road, and permeable with internal road connections through the site, and connections for cyclists and pedestrians to the spine road, public footpath NU19, central park and smaller play areas. A key linkage is provided along the northern boundary of the site between the central park and northern play area, providing a pedestrian and cycle connection to the rest of Springhead Quarter. This assists in meeting a requirement from Core Strategy policy CS06 for a network of publicly accessible footpath and cycle links between Springhead Quarter and the surrounding area. Defensible spaces to the front of plots are clear and well-defined, with good natural surveillance, to assist in creating a safe environment.
- 7.5.5 Given the constraints of the site, the proposed details are considered to provide an acceptable layout, with good linkages across the site between green spaces, public transport, pedestrian and highway connections.

## 7.6 Scale

- 7.6.1 Scale relates to the height, width and length of each building proposed within the development in relation to its surroundings. Matters of scale are intrinsically linked to good design quality as set out in NPPF Paragraph 58 which seeks development to be visually attractive, function well and provide high quality and inclusive design. Core Strategy policy CS19 requires that account will be taken of the scale, height, building lines, layout, material, other architectural features of adjoining buildings, and the wider site context.
- 7.6.2 Condition H10 of the outline consent sets a maximum building height for Springhead Quarter of four storeys, and that any such buildings shall be in selective locations along the main road frontages. The majority of dwellings proposed in Phase 2B range from 2 to 3 storeys, with 3 storey dwellings fronting the central park and primary road on the western site boundary. Two blocks of flats (plots 1-7 and 8-14)

sited at the south western corner are part three storey part four storey, sited opposite three storey houses as the primary road curves to the east and adjacent to the public right of way. These are considered to be located appropriately in reference to condition H10. As the primary road continues to the east, the dwelling height reduces to 2.5 storeys on the north side and 2 storeys on the south side.

- 7.6.3 The proposed design succeeds in creating consistency and symmetry in form, scale and roofscape with a range of housing typologies that identify the public/private realm. The scale of development and site coverage provides a transition between the higher density phase 1 and lower density Phase 2A, reflecting a hierarchy for the quarter through buildings reducing in scale to the periphery of the site. Buildings are well spaced and the scheme does not present an over-development of the site and so the proposed scale of development is considered to be acceptable.

## 7.7 Landscaping

- 7.7.1 Landscaping, including screening by fences, walls or other means; the planting of trees, hedges, shrubs or grass; the laying out or provision of gardens and paths; and the provision of other amenity features, has been considered in this application. The NPPF states that planning decisions should aim to ensure developments are visually attractive as a result of appropriate landscaping (paragraph 58), identifying the importance of good landscaping being intrinsic to good quality design. Gravesham Core Strategy Policy CS19 requires new development to include details of appropriate hard and soft landscaping to ensure that the public realm and open spaces are well planned, appropriately detailed and maintained so that they endure. This is supported by policy CS12 which seeks a multifunctional linked network of green spaces, footpaths, cycle routes and wildlife stepping stones and corridors. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscaping to promote healthy landscapes and encourage active lifestyles.
- 7.7.2 The application site is well connected to open spaces within the wider Springhead Quarter, including the central park and two small play areas, one at the northern boundary of the site and one at the south-western boundary. These open spaces are not included within this application but provision is made through the site for direct access to these areas. The central park was completed with Phase 1. The small play areas were consented under Phase 2A reserved matters however are intended to be delivered together with residential properties in Phase 2B. A soft landscape strategy plan has been submitted with this application providing typical tree, shrub, and hedge planting across the Phase 2B site. A Landscape Management Plan has also been submitted in this application which covers both Phases 2A and 2B, including grassed and planted areas, weed and pest control, and litter clearance. Since this application covers the remaining part of Phase 2, and landscaping is expected to be similar to Phases 1 and 2A, it was agreed with the applicant that detailed planting proposals could be reserved through a condition. Details of the surface treatment and landscaping of public footpath NU19 have been approved under reference 20060907, with ownership retained and future maintenance being undertaken by the site-wide management company to ensure that this provides a suitable connection to phase 2B. Final landscaping details for phase 2B will need to relate to the footpath landscaping to ensure visual integration.
- 7.7.3 Generally, the typical landscaping treatment to the plot frontages is consistent with that in both phases 1 and 2A. Given that the proposed density necessitates houses to be sited close to the boundary with the street, the use of soft hedges to demarcate this boundary is considered appropriate to provide housing plots with defensible front

spaces, as evidenced by adjacent existing built properties in Phase 1 which were noted as well maintained and providing a good appearance.

7.7.4 Details of hard landscaping for roads, footpaths, cycle-ways and car parking areas are required by condition H6 of the outline planning permission to be provided prior to the commencement of each part of the development. Details for the primary road through the site were previously approved under reference EDC/16/0070 as sections of tarmacadam and pennant grey tegula paving, with the primary road being constructed as part of Phase 2A prior to the residential dwellings in this application. The roof plan submitted with this application shows the primary and secondary roads shaded grey, and parking courts, private drives, home zones, and parking spaces in light brown. The principle of having different hard landscaping materials for these smaller roads and areas to the primary road has been established with Phase 2A. It is therefore not considered that approval of this application would infer any approval of hard landscaping details, nor hinder the future submission of details pursuant to outline condition H6.

7.7.5 Where domestic boundary treatments are visible from the public domain these are in the majority of locations proposed to be brick walls of 1,800mm in height. In some instances where the length of boundary is short, for example behind parking spaces, or in smaller private drives, close boarded fences of 1,800mm in height are proposed. Other domestic boundaries including those facing public footpath NU19 are to be close-boarded fence of 1,800mm in height, with post and wire fencing of 1,200mm in height between private drives/ parking courts and the right of way to increase surveillance and openness with the public path, together with the additional proposed pedestrian accesses. The submitted street scenes show the brick walls and fences in relation to dwellings.

7.7.6 The red line boundary for this application marginally overlaps that of a previous reserved matters approval reference no. EDC/16/0088, relating to phase 1B. This is to allow a straight alignment of the footpath between the central park and northern play area, with a minimal reduction to rear gardens of two properties in phase 1B. Additionally, to provide improved appearance facing the footpath, a change to the rear boundary of 9 dwellings within phase 1B from 1,800mm height close boarded fence to wall of the same height is proposed in this application. These changes are referenced in the application description and an informative.

7.7.7 The indicative landscaping details and management plan submitted are considered to be acceptable for the dwellings proposed with specific soft planting details reserved by condition of this application and hard surfaces reserved by condition of the outline consent.

## 7.8 Access / Highways & Parking

7.8.1 The NPPF strongly advocates sustainable transport methods (paragraphs 29 and 30). The reduction of pollution and use of public transport, walking and cycling are at the heart of the policy document as part of the core planning principles (paragraphs 17 and 35). Core Strategy policy CS06 seeks development within the Ebbsfleet site to be public transport orientated to encourage sustainable means of travel, and policy CS11 seeks new developments to mitigate their impact on the highway and public transport networks, providing transport assessments and travel plans as appropriate to ensure travel choice and sustainable opportunities for travel. Local Plan saved policy T1 supports this through requiring the impact on the transport system be considered, and saved policy P3 seeks development to make provision for vehicle

parking. Delivery Theme 1 of the Implementation Framework advocates for parking to be preferably located on plot, either to the side of homes or in tandem on the site.

- 7.8.2 Kent Highways were involved in the pre-application process and were generally satisfied that the primary road restricted speed generation through the site. They issued further comments following consultation on the formal submission seeking clarification on design speed of the primary road, location of traffic calming features, visibility splays, and tracked path drawings for large vehicles in the private drives/home zones. Additionally comments were received regarding pedestrian refuse/recycling distances, parking arrangement around northern play area, short length of driveways in front of garages to plots 112-117, and fire access to plots 77-85.
- 7.8.3 The applicant provided further information to address these comments, including plans showing visibility splays at plots 96, 97, 105, 106, 118 and 119 to be within adoptable public highway, and where this creates marginal increases in the adoptable area would seek to widen width of the footway as part of the detailed landscaping proposals. Additionally provided was confirmation that the design speed of the primary road would be 20 mph, fire appliance and refuse vehicle tracking drawings, updated refuse strategy with shorter and clearer pedestrian collection/carrying distances, and response on fire access arrangements that plots 77-85 do not differ from the block they mirror in phase 1, however that a dry riser has been added to provide improved service to this block. For the northern play area, an alternative parking arrangement was proposed with improved visibility. For the concern raised for plots 112-117, the applicant advised that these properties were originally located closer to the road but needed to be sited further back to achieve 2m x 2 metre visibility splays, and there is insufficient space for the properties to be moved further back and create a full parking space in front of garages. In principle the change recommended by KCC Highways to plots 112 and 113 could be achieved however this requires consideration of the handing and resulting elevations if that needs to change.
- 7.8.4 KCC Highways have now confirmed that points 1, 2, 3, and 7 from their response dated 28 April 2017 have been addressed. In relation to point 4, it is considered that the revised refuse strategy plan shows that the proposed layout allows for wheeled bins to be stored in rear gardens and moved to collection points by residents, and for point 5 demonstrates reasonable pedestrian routes from dwellings. Confirmation has been provided for a 20 mph design speed which KCC Highways advised in their response dated 12 July 2017 would satisfy point 6. In absence of response from Kent Fire and Rescue Service, and that the arrangement is similar to that in adjacent approved apartment block in phase 1, provision of a dry riser in addition to this is considered to satisfy point 8.
- 7.8.5 In relation to point 2 of KCC Highways response dated 28 April 2017 the applicant has advised that traffic calming measures along the primary road shown on plan are indicative and currently being discussed with KCC Highways adoptions team as part of the highway approvals process, and that it would be preferable to provide these details together with hard landscaping proposals. However the wording of outline condition H6 is limited to surface finishes and whilst could allow for traffic calming measures to be submitted in addition to surface treatments, does not provide any mechanism to require these, and should the primary road remain un-adopted it would not need to meet KCC's requirements. Details of these measures are therefore recommended to be reserved by condition. In relation to the concern for plots 112-117, the applicant has worked with KCC Highways to address their concerns and recommendations, with a minor adjustment to plots 112 and 113 being the remaining



recommendation. KCC Highways have advised that the issue is not severe to the extent that they would recommend refusal without the amendment to plots 112 and 113. It is therefore considered that with confirmation received for a 20 mph design speed, visibility splays being achieved, and with constraints of the site, that the proposed arrangement at plots 112-117 is acceptable, however should the applicant propose amendment following publication of this report it will be detailed in a supplementary report prior to the committee meeting.

- 7.8.6 Comments received from Kent Police Crime Prevention Design Advisor raised potential antisocial behaviour concerns arising from the pedestrian path between plots 88 and 89 and parking area to the rear of plots 88 and 89, lack of gating at the start of some garden paths, height of boundary treatment at rear of plots 53 to 55, and requesting a slightly higher security standard for door-sets and windows. The applicant has submitted amended plans showing additional gating to discourage public access near plots 88 and 89 and private access paths. The boundary treatment to rear of plots 53 to 55 was noted as an error on previously submitted plan which has been corrected in the submission of revised boundary treatments across the site requested by EDC in consideration of landscaping. The security standard of door-sets and windows is not relevant to planning, and no change to this is proposed.
- 7.8.7 Comments received from Kent Public Rights of Way related to the impact of the proposals on public footpath NU19 seeking to avoid this becoming a long enclosed path. The applicant has sought to address these concerns through creation of additional accesses with motorbike inhibitors at the boundary of the application site between plots 19/20, 28/29 and near plots 1-7, in addition to relocating the access shown near plot 57 to near plot 56 so the access can be seen from the primary road. These amendments are considered to provide appropriate integration with the public footpath in terms of access without impacting upon crime prevention, and with specific details of the motorbike inhibitors and future maintenance to be reserved by condition.
- 7.8.8 Kent Public Rights of Way in their second response following re-consultation of the application also raise safety concerns to pedestrians where the accesses to the site from footpath NU19 are along roads, that the properties should either front onto footpath NU19 or provide further accesses, and that the close boarded fencing along the boundary of footpath NU19 is not appropriate. These comments are addressed in turn. The private drives and side road which these accesses link from are to be quiet residential areas and so it is not considered that a safety impact to pedestrians would arise. For properties to face onto the footpath NU19 would be impractical with the constraints of the site, and the three accesses now proposed are considered appropriate as described in paragraph 7.8.7. The proposed 1,800mm height close boarded fencing for houses adjacent to footpath NU19 is considered necessary for private residential amenity to the occupants. However to provide surveillance onto the public footpath, sections of 1,200mm height post and rail fence are proposed along the boundary between plots 19/20, 28/28, 37/38, and 56/57, and side windows are provided at ground and first floor levels on houses adjacent to the footpath. An appropriate balance between access / surveillance of the public footpath and with residential amenity and crime prevention is therefore considered to have been met.
- 7.8.9 The amended Springhead Quarter Transport Strategy (QTS) sets a total parking space limit for the quarter of 1,600 spaces including both allocated and visitor. Additionally, guidance is provided on the typical number of spaces that could be provided for each type of dwelling; 1 space for studio, one and two bedroom properties, 2 spaces for three and four bedroom properties and 3 spaces for dwellings with five or more bedrooms. The QTS describes that for the existing 298

dwellings constructed on Phase 1, 248 allocated and 60 visitor spaces were provided. Accordingly, the strategy allows for a greater parking provision on future phases without impacting on the overall traffic generation implications for the quarter, stating that an average of 2.5 spaces per dwelling could be provided. For Phase 2A, amended proposals approved under reference EDC/17/0050 provide a total of 249 spaces for the 123 dwellings, equating to an average of 2 spaces per dwelling. Flexibility can therefore be afforded to the typical number of spaces per dwelling stated by the QTS if considered appropriate, subject to achieving a balance between sufficient parking provision and encouraging sustainable travel modes.

- 7.8.10 The QTS also states that future reserved matters applications should be based upon a review of parking requirements, including parking surveys and questionnaires where appropriate. The applicant has submitted a Parking Beat Survey carried out at 30 minute intervals over a 12 hour period. The survey identified three quarter occupation of allocated spaces over the period on a weekday increasing to almost full occupation on a weekend. For unallocated spaces the survey identified high demand, particularly at 19:00 on a weekday, and on a weekend. The area directly to the north of the phase 2B site, that in Bonham Way and Hindmarsh Crescent, was identified as being the most severely affected by issues of random on-street parking.
- 7.8.11 A total of 241 parking spaces are proposed for Phase 2B, including 213 allocated spaces (through car ports and private spaces) and 28 unallocated spaces. The majority of houses have 2 allocated spaces per dwelling, apartments and some smaller two bedroom houses in southern section of the site have 1 space per dwelling. The approach to allocated parking has been to provide spaces on-plot where possible, with some parking courts used in the area adjacent to the central park and the southern site section, together with a small number of flat over garage units and separate garages. Of the 28 unallocated spaces proposed, 2 were previously consented with Phase 2A in the primary road. The location of these 2 spaces does however make their use by residents of phase 2B more likely, and similarly a further 9 spaces outside of the site boundary adjacent to the southern play area, also consented under phase 2A would also likely serve residents of phase 2B. This should balance some use of the unallocated spaces near the northern play area which would be expected by residents of Phase 1 within the area of high demand identified in the parking beat survey.
- 7.8.12 Since the QTS is in place for Springhead Quarter this is the relevant provision requirement to satisfy Local Plan Saved Policy P3. The allocated parking meets the guidelines set by the QTS. The QTS identifies an unallocated parking provision of 0.2 spaces per dwelling, equating to 25 spaces for the 126 dwellings proposed. The proposals include 26 spaces which are not part of the allocation for another phase, and although 14 of these spaces are around the northern play area, and the play area was consented under phase 2A, the spaces were not included in the parking allocation for phase 2A, and can therefore be included in the allocation for phase 2B. The proposed provision therefore meets the 0.2 spaces per dwelling required by the QTS.
- 7.8.13 Rear gardens of houses provide bin storage, with access to the street provided either through private parking spaces, or private paths, the latter to be gated for security. Dedicated cycle and bin storage areas are provided for apartment blocks.
- 7.8.14 The proposed accesses to the development and individual dwellings, linkages to the public footpath, and parking allocation provide a balanced provision to the site, meeting parking provision requirements and encouraging sustainable modes of travel, and so are considered to be acceptable.

## 7.9 Housing Standards & Mix

- 7.9.1 In March 2015 the Government introduced Nationally Described Space Standards (NDSS) as part of a revised approach to provide technical standards to drive the provision of quality housing throughout the country. Additionally, Ebbsfleet Development Corporation (EDC) was created to achieve Government objectives for consistent quality to be achieved across the Garden City at Ebbsfleet, with the NDSS being a component of that quality
- 7.9.2 Where a local planning authority wishes to require internal residential space standards they should only do so by reference in their Local Plan to the Nationally Described Space Standard. The Gravesham Core Strategy, adopted in 2014, does not reference the NDSS, however policy CS19 requires development to provide appropriate levels of private and public amenity space and accord with Supplementary Planning Guidance, the Gravesham Borough Residential Layout Guidelines (RLG). These provide the minimum areas for rooms within a dwelling that would normally be expected, as well as guidelines on garden areas, garden depths, privacy distances and overshadowing. The NDSS provides a directly comparable standard with the RLG for double bedrooms minimum area of 11.5m<sup>2</sup> and single bedrooms minimum area of 7.5m<sup>2</sup>, and so the NDSS overrides the previously lower floor area guidelines for bedrooms in the RLG.
- 7.9.3 The applicant has submitted a table of proposed floor areas relative to the NDSS and RLG. This confirms that all units comply with the minimum internal floor areas except house types A, B & C, 3no. one bedroom apartments and 6 no. two bedroom apartments, within one apartment block. This apartment block is designed to mirror an adjacent apartment block previously approved in the Phase 1 Reserved Matters. The proposed floor areas are not significantly below that of the NDSS requirement, and considered justified where it is necessary to maintain a consistent built form with properties consented prior to introduction of the NDSS.
- 7.9.4 The RLG provides guidance on minimum garden areas and depths ranging between 37.2 square metres area and 7.6 metres depth for 1 and 2 bed units, to 100 square metres in area and 10 metres depth for 4 bedroom properties. Guidance on privacy distances is also provided, recommending a 21 metres separation distance between habitable rooms of separate dwellings. Gravesham Core Strategy policy CS15 requires a minimum density of 40 dwellings per hectare within the urban area, with higher densities expected at Ebbsfleet. Although the proposed garden sizes and distances do not fully meet the guidelines, the proposed gardens provide reasonable private amenity with some properties sited at oblique or right angles to reduce issues of overlooking. The development density proposed is around 45.5 dwellings per hectare, which sufficiently meets but does not excessively exceed the core strategy density requirement. A good balance is therefore considered to have been met between development density and standards for private amenity space.
- 7.9.5 Core Strategy policy CS14 seeks for a range of dwelling types and sizes to be provided taking account the existing character and needs of the area. The application proposes a range of housing types and sizes which reference the character of existing properties in Springhead Quarter. The provision of majority houses over apartments is considered appropriate to the location of the site at the periphery of the wider development.
- 7.9.6 Core Strategy policy CS16 requires provision of affordable housing on new housing developments of 15 dwellings or more, however the affordable housing requirements

have been set across the quarter by outline planning permission D9. This requires a minimum of 15% affordable housing to be provided within Springhead Quarter, and maximum 25%. Provision above 15% is subject to the outcome of viability reviews during the construction period which is included within the 2016 Section 106 Deed of Variation. The first trigger for a viability review occurs prior to the occupation 500 dwellings, but not before the occupation of 425 dwellings. Previously approved were 94 affordable units in Phase 1 and 31 affordable units in Phase 2A, equating to 15% of the total expected 800 dwellings to be provided in Springhead Quarter, and 316 dwellings have currently been occupied. No affordable dwellings are therefore proposed to be provided in Phase 2B. The proposed number of one and two bedroom apartments, two bedroom houses, and smaller three bedroom houses does however provide for households with lower levels of affordability.

7.9.7 Condition D9 of the outline permission requires all affordable units to meet “Lifetime Homes” criteria, within the affordable housing provided on other phases. D10 of the original outline planning permission (reference 19960035) required 20% of market housing to also meet this criteria, however condition D10 was deleted in the current outline planning permission, and therefore the requirement to provide a proportion of units meeting “Lifetime Homes” criteria, or the equivalent Building Regulations Part M4[2] - Accessible and Adaptable Dwellings criteria, does not apply to the dwellings proposed in this application. The applicant has confirmed that no units would meet level M4[2].

7.9.8 The proposed housing standard and mix takes into account the wider Springhead development where affordable and accessible units have been brought forward in previous phases. A range of dwelling types are proposed, which with exception of 9 dwellings, meet the NDSS providing a quality of development above the minimum requirement that could be sought under local development policy. The proposed housing standard and mix is therefore considered to be acceptable.

#### 7.10 Residential Amenity

7.10.1 The application site is currently used as a construction compound including site offices and car park during period of construction for Phase 2A. Adjoining residential neighbours outside of Springhead Quarter are a row of 8 semi-detached houses in Springhead Road, sited the other side of public footpath NU19 on the eastern site boundary. Rear gardens of depth over 20 metres separate these houses from the footpath. Within Springhead Quarter, adjacent properties to the northern site boundary are existing built properties in Phase 1A and properties currently under construction in Phase 1B. Adjacent properties on the western boundary are those under construction in Phase 2A. The application was consulted widely as a major development and development affecting a public right of way. No objections to the application have been received from neighbours, nor from members of the public.

7.10.2 A Construction Code of Conduct has previously been secured under reference 20030660 pursuant to condition E11 of the outline permission, which the developer is required to comply with. It is therefore not considered necessary to impose further conditions in relation to construction practices.

7.10.3 Condition A11 a) requires that reserved matters details should demonstrate masterplan principles, of which one is noise insulation. The applicant has submitted an acoustic assessment to satisfy this part of the condition. The assessment identifies that the proposed development area experiences noise predominantly from road traffic sources along Springhead Road, the A2 and Channel Tunnel Rail Link (CTRL). Based upon the proposed layout, The south western corner of the site (Plots

1-28) would experience highest noise levels between 54-57 decibels (dB(A)) during the day, and 51-54 dB(A) during the night. The remaining properties within the Phase 2B site would experience lower noise levels between 51-54 dB(A) during the day, and 48-51 dB(A) during the night.

7.10.4 The acoustic assessment recommends appropriate mitigation in the form of standard glazing with acoustic ventilation for properties in the south west corner of the site, and standard glazing with trickle ventilation for properties in the remainder of the site. Additionally, close boarded fencing or walls are recommended along the southern site boundary to reduce noise levels into gardens on that side. The acoustic assessment including proposed mitigation was reviewed by Gravesham Borough Council Environmental Health (Regulatory Services) whom confirmed that since the proposed boundary treatments are consistent with the mitigation in the assessment they have no comments. The noise levels to the Phase 2B site are consistent with those in Phase 2A residential areas previously approved, and are considered acceptable. A condition is recommended to ensure that the noise mitigation measures proposed by the acoustic assessment are carried out prior to occupation.

7.10.5 An amendment made by the applicant to the angle of windows for the four storey apartment blocks (plots 1-7 and 8-14) on elevations facing two storey houses with rear gardens, means that views from these are now directed away from the houses to ensure there would be no undue overlooking, overshadowing or overbearing impact on the amenity of the future occupants of these houses.

7.10.6 Constraints of the site have led to a site layout with some adjacent dwellings in different orientations to each other in order to maintain frontage onto the primary road and provide the street hierarchy. To avoid issues of overlooking from future addition by residents of windows or roof alterations/ enlargements, a condition removing permitted development rights is recommended. The decision notices for phases 1 and 2A include two conditions removing permitted development rights contained within Schedule 2 classes A, B C and D of Part 1 and classes A and B of Part 2 of the General Permitted Development Order 1995, or equivalent provision such as provided in the current General Permitted Development Order 2015. As Phase 2B is situated directly adjacent to and between these previous phases, to ensure consistency with neighbouring properties it is recommended that conditions are imposed removing the same permitted development rights as those removed on earlier phases.

7.10.7 From assessment of the location and previous use of the site, impact upon existing and future dwellings, and absence of local objection, the proposals are considered to be acceptable in terms of residential amenity.

## 7.11 Other Matters

### *Drainage*

7.11.1 Condition A11 e) requires that reserved matters details should include details of drainage, since this is relevant to the provision of 126 dwellings. The applicant has submitted a Drainage Strategy Statement in relation to foul and surface water drainage. Surface Water drainage was previously approved for Phase 1 on the basis of flow from the development of 7 litres per second per hectare, and the submitted strategy identifies that the level of impermeable area of Phase 2B does not exceed the original design flow. Foul Drainage was approved for Phase 1 on the basis that up to 357 units could discharge from Phase 2 into the Phase 1 network. The combined number of units from Phase 2A (123) and Phase 2B (126) can therefore be accommodated within the existing Phase 1 drainage system.

7.11.2 Comments were received from Kent Lead Local Flood Authority stating no objection to the Phase 2B proposals provided the Local Planning Authority is satisfied that sufficient provision is retained in the Phase 1 surface water network. A response was also received from Southern Water stating no comments. An assessment of the submitted drainage strategy and previously approved strategies has therefore been made by the Local Planning Authority, supported by review from the EDC Utilities Project Manager whom has confirmed that the proposals seem reasonable.

#### *Heritage*

7.11.3 An Ebbsfleet-wide Archaeological Strategy identifying archaeological areas was approved under reference 20030660 pursuant to outline condition E5 a), which guides further assessment, evaluation and mitigation as each stage of reserved matters comes forward. The applicant has submitted a summary and site layout showing the archaeological work which has been undertaken within the Springhead Phase 2B site. Comments received from Kent Heritage were that the site had been subject to initial broad ranging archaeological trenching and some targeted excavation works, however further assessment is required to show the existing archaeological resource and proposed groundworks impact. Two pre-commencement conditions were recommended, the first for a programme of archaeological work, and the second for details of below ground excavation. The applicant advised that further information to address the concerns raised by KCC Heritage would not be submitted prior to determination of this application, and so were made aware that these conditions would therefore need to be imposed for the proposals to be considered acceptable.

#### *Ecology*

7.11.4 An Ebbsfleet-wide Environmental Management System was approved under reference 20030660 pursuant to outline condition E1, which provided for ecology and nature conservation, with specific details to be submitted for each stage of reserved matters. The applicant has submitted an Ecological Appraisal, and following initial consultation with Kent Ecology, a further technical briefing note outlining the site clearance methodology in relation to reptiles and breeding birds. Kent Ecology were then satisfied that the submitted documents provided a good understanding of the ecological interest at the proposed development site without need for further information to be submitted. The documents include general construction safeguards, such as inspecting trenches/pits to ensure no mammals have been trapped overnight, as well as for nocturnal bats and fauna such as by keeping any lighting directed towards the disused railway corridor to a minimum, and the vegetation clearance methodology. A condition is recommended to ensure that this recommended mitigation is carried out.

#### *HRA Screening*

7.11.5 S.61(1) of the Habitat Regulations require the competent authority to assess the implications of any proposed plan or project that is not directly connected with or necessary to the management of that site on the conservation objectives of a European site before deciding to grant permission. In this case the Ebbsfleet Development Corporation, in its role as Local Planning Authority, is the competent authority.

7.11.6 The proposed development is located approximately 6 kilometres from the South Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar Site, both European Sites designated due to important assemblages of wintering water birds. The proposed development is not connected with and not necessary for the management of the European sites. It is therefore necessary to assess the

implications of the proposed development, including cumulative effects of other committed developments, on the European sites.

7.11.7 Following consultation with Natural England the Local Planning Authority, in its role as competent authority, conclude that likely significant effects of the proposed development on the European Sites can be screened out and it is not therefore necessary to undertake a formal Appropriate Assessment. This is a result of the separation distance between the proposed development and the SPA/ Ramsar sites, and that the provision of a Unilateral Undertaking has been agreed with the applicant to provide a contribution to the Thames, Medway and Swale Strategic Access Management and Monitoring Strategy equating to £28,171.08 (£223.58 per dwelling). Therefore, the requirements of Section 61 and 62 of the Conservation of Habitats and Species Regulations have been adhered to.

#### *Environmental Impact Assessment (EIA)*

7.11.8 The original outline planning permission, reference no. 19960035, had been assessed as requiring an EIA under Schedule 2 of the EIA Regulations as an urban development project (Category 10: Infrastructure Project) and being a major development of more than local importance. Whilst cumulatively the impact of the overall Ebbsfleet development will have significant environmental effects this has been already assessed through the EIA submitted with the outline planning application. The revised outline planning permission, reference no. 19960035 addressed issues of viability. It did not change the proposed quantum of development across the site, and therefore did not require a further EIA

7.11.9 Whilst no application for a screening opinion has been submitted prior to this application, the proposals for Phase 2B form part of the overall quantum of residential properties assessed through an EIA at time of the original outline planning permission. An EIA is therefore not considered to be required for this application, where the environmental effects have already been assessed.

## **8.0 FINANCIAL CONSIDERATIONS**

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

## **9.0 HUMAN RIGHTS**

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

## **10.0 PUBLIC SECTOR DUTY**

10.1 In determining this application, regard has been had to the Public Sector Equality Duty (PSED) as set down in section 149 of the Equality Act 2010, in particular with regard to the need to –

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;

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

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

## **11.0 RECOMMENDATIONS AND CONCLUSIONS**

11.1 The principle of the development accords with the outline planning permission, Springhead Quarter Masterplan, and approved strategies. The proposal represents a quality of development which the applicant has worked closely with EDC to provide an efficient layout that could be accommodated within the available site area, and transitional approach to design of the housing typologies, to provide a safe and attractive living environment for future residents in keeping with Garden City principles. The application is therefore recommended for approval.