

**Agenda Item:** 005

**Reference:** EDC/17/0135

**Site Address:** Former Northfleet West Substation Site, Southfleet Road, Swanscombe.

**Proposal:** Submission of reserved matters of siting, design, external appearance and landscaping pursuant to conditions 2, 19, 20, 26, 36 and 43 of outline planning permission EDC/16/0045 for phase 3 development of 205 residential units including details of streets, buildings, and structures, materials, open space, car parking, noise and drainage.

**Applicant:** Redrow Homes

**Parish / Ward:** Swanscombe and Greenhithe

**SUMMARY:**

The wider Ebbsfleet Green site benefits from outline planning permission (granted 31 March 2014 by Dartford Borough Council) for the redevelopment of the site comprising a mixed use development of up to 950 dwellings and non-residential floorspace for: shopping, food & drink, hotel use; community, health, education & cultural uses; assembly & leisure facilities & associated works to provide the development. The principle of development and primary means of access to the site were established by the outline permission, with all other matters reserved.

Initial phases of development on site have already been approved and have commenced. Construction is underway for Phases 1a & 1b, 1c and 2a. A 104-bed hotel and public house are located in the southeast corner of the site have been completed and are trading.

The current application seeks permission for the third phase of house building on what is a multi-phased development. The proposals are for the erection of 205 dwellings comprising of 2, 3 and 4-bed homes, including 41 affordable homes (comprising 14 shared ownership units and 27 affordable rented units).

The development is well designed having regard to the constraints and requirements of the site. The scheme does not substantially deviate from the principles and parameters established by the outline planning permission and the Council's adopted policies and guidance in terms of scale, design and appearance. The proposals would also provide for an adequate level of amenity for future occupants of the dwellings without a detrimental impact on the character of the area, ecology, flood risk, traffic and highway safety beyond that which was considered acceptable at the outline stage. The scheme would deliver high quality development in accordance with the Council's spatial strategy.

This is a sustainable development that would deliver public benefit and contribute towards the development of Ebbsfleet Garden City. The development would be in general compliance with the Development Plan for the Borough and the objectives of the EDC's Implementation Framework. In making this recommendation, officers have full regard to current development plan policy, together with other relevant material considerations. Officers are satisfied that sufficient information has been provided to enable assessment of the likely significant impacts of the development upon the environment. Subject to the additional actions, conditions and informatives set out above, the application is recommended for approval.

**RECOMMENDATION:** Approval subject to:

- (i) The applicant entering into a Unilateral Undertaking for to make a £3,075 financial contribution (£15 per dwelling) to the Strategic Access Management and Monitoring Strategy (SAMMS); and
- (ii) Imposition of the following planning conditions and informatives with delegated authority to the Chief Planning Officer to make minor changes to the wording.

Time

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

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

Approved Plans

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

Layout Drawings

- 3777/P20d Site Location Plan
- 3777/P21d Layout Plan
- 3777/P22d Planning Layout
- 3777/P23d Car Parking Plan and Matrix
- 3777/P24d Materials Plan
- 3777/P25d Enclosures Plan
- 3777/P26d Massing Plan
- 3777/P27d Occupancy Plan
- 3777/P28d Affordable Housing Plan
- 3777/P47 Electric Charging Points Plan

Apartment Drawings

- 3777/P29a Type 1 Flat – Floor Plans
- 3777/P30b Type 1 Flat – Elevations
- 3777/P31b Type 2 Flat – Floor Plans
- 3777/P32b Type 2 Flat – Elevations
- 3777/P33c Type 3 Flat – Floor Plans
- 3777/P34c Type 3 Flat – Elevations
- 3777/p36a Substation Detail
- 3777/P37a Cycle Store Detail
- 3777/P38a Bin Store Detail
- 3777/P39c Type 5 Flat – Floor Plans
- 3777/P40c Type 5 Flat – Elevations
- 3777/P41d Building Materials
  
- 3777/P42d Street Lighting
- 3777/P43d Contours
- 3777/P44b Site Sections

- 3777/P45b Noise Bund Section
- 3777/p46 Indicative Adoption Plan

### House Type Plans

- HT01a Amberley Plans
- HT02a Amberley Brick Elevations
- HT03a Amberley Render Elevations
- HT04a Canterbury Plans
- HT05a Canterbury Elevations
- HT06b Dart Plans
- HT07b Dart Brick Elevations
- HT08b Dart Render Elevations
- HT09a Grantham Plans 1
- HT10a Grantham Plans 2
- HT11a Grantham Elevations
- HT12a Grantham\_ Amberley Plans 1
- HT13a Grantham\_ Amberley Plans 2
- HT14a Grantham\_ Amberley Elevations
- HT15a Ludlow Plans
- HT16a Ludlow Brick Elevations
- HT17a Ludlow Render Elevations
- HT18a Marlow Plans
- HT19a Marlow Elevations
- HT20a Oxford Plans
- HT21a Oxford Brick Elevations
- HT22a Oxford Render Elevations
- HT23a Oxford Lifestyle Plans
- HT24a Oxford Lifestyle Brick Elevations
- HT25a Oxford Lifestyle Render Elevations
- HT26a Stratford Plans
- HT27a Stratford Brick Elevations
- HT28a Stratford Render Elevations
- HT29a Warwick Plans
- HT30a Warwick Brick Elevations
- HT31a Warwick Render Elevations
- HT32 Garage Plans and Elevations Type 1
  
- National Space Standards Compliance Note
- Accessible and Adaptable Units Compliance Letter

### Landscape Plans

- 12952 D Ebbsfleet Phase 3 Landscape Proposals Masterplan
- 12952 C Ebbsfleet Phase 3 Landscape Proposals Sheet 1 of 3
- 12952 C Ebbsfleet Phase 3 Landscape Proposals Sheet 2 of 3
- 12952 C Ebbsfleet Phase 3 Landscape Proposals Sheet 3 of 3
- Residential Phase 3 Landscaping Management Plan Rev A

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

### Prior to Commencement of Development

3. No development shall take place until a combined independent Stage 1 and 2 Road

Safety Audit has been submitted and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority. The works shall be carried out in accordance with the approved Road Safety Audit.

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

4. No development shall take place until a detailed sustainable surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The detailed drainage scheme shall follow the site-wide drainage strategy and demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100yr storm) can be accommodated and disposed of without increase to flood risk on or off-site. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters. Development shall be carried out in accordance with the approved scheme.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and to ensure on-going efficacy of the drainage provisions in accordance with adopted Dartford Core Strategy Policy CS24.

#### Prior to Development Above Foundation Level

5. Notwithstanding the details submitted with the application, no development above foundation level shall take place until details and samples of the materials for the following elements have been submitted to and approved in writing by the Local Planning Authority.
  - a) external surfaces of the buildings
  - b) boundary treatment
  - c) hard landscaping including roads, parking areas and footpaths

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

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

6. Notwithstanding the details submitted with the application, no development above foundation level shall take place until a revised Sustainability Strategy showing carbon saving calculations which are based upon the approved schedule of residential development and verifying the conclusions reached in respect of the use of photovoltaic technology has been submitted to and approved in writing by the Local Planning Authority. The details shall show the locations for the use of photovoltaic panels on the site.

Reason: To ensure the sustainable development of the site in accordance with the aims of Policy CS19 of the Dartford Borough Councils Core Strategy September 2011.

#### Prior to Occupation

7. No dwelling hereby approved shall be occupied until details of the implementation,

maintenance and management of the sustainable drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a) a timetable for its implementation, and
- b) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and to ensure on-going efficacy of the drainage provisions in accordance with adopted Dartford Core Strategy Policy CS24.

8. No dwelling hereby approved shall be occupied until all access, turning and junction works required to provide vehicle and pedestrian access to serve it (including for the loading, unloading and turning of vehicles), have been provided in accordance with the approved plans. The gradient of the vehicular access shall not exceed 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter.

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

9. No dwelling hereby approved shall be occupied, until the area shown on the submitted layout as vehicle parking space and turning areas to serve it has been provided, surfaced and drained. Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 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 the reserved parking and turning areas.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4.

10. Prior to the first occupation of any dwelling identified in the revised Sustainability Strategy as requiring installation of photovoltaic panels, the photovoltaic panels shall be installed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority, and shall thereafter be retained at all times unless otherwise agreed in writing by the Local Planning Authority. The submitted details shall include the appearance, form and technical specification of the photovoltaic panels.

Reason: To ensure the sustainable development of the site in accordance with the aims of Policy CS23 of the Dartford Borough Councils Core Strategy September 2011.

11. No dwelling hereby approved shall be occupied until the outstanding details set out in condition 19 (d), (l), (n); of the Outline Planning consent EDC/16/0045 have been submitted to and approved in writing by the Local Planning Authority.

- (d) Street lighting and street furniture
- (l) External lighting (not street lighting) (i.e. to buildings, car parks, etc.)
- (n) Details of television signal receivers and how to be accommodated (to be facilitated on a shared basis where cannot be achieved through normal means)

The development shall thereafter be implemented in accordance with the approved details prior to the occupation of the first dwelling.

Reason: To ensure a high standard of design, public realm and highway safety in line with the approved site masterplan, in accordance with Dartford Development Policies Plan Policy DP2.

12. Prior to the first occupation of any dwelling hereby approved, details of the proposed electric vehicle charging points, as shown on drawing 3777/p47, shall be submitted to and approved in writing by the Local Planning Authority. The approved electric vehicle charging points shall thereafter be installed for each dwelling to which it relates prior to first occupation of that dwelling and, unless otherwise agreed in writing by the Local Planning Authority, shall be retained at all times.

Reason: To ensure that provision is made for the parking and charging of electrically powered cars and mobility scooters.

13. Units 598-609, 610-624, 625-630, 631-638, as indicated on drawing number 3777/p22d hereby approved, shall be designed and constructed in accordance with Building Regulations Part M4 (2), evidence demonstrating compliance should be submitted to and approved in writing by the Local Planning Authority prior to occupation.

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

14. Prior to the occupation of each house hereby approved, cycle storage facilities shall be provided to serve the property which shall have been first submitted to and approved in writing by the Local Planning Authority.

Reason: In order to encourage sustainable travel, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4.

#### Other

15. The scheme of soft landscaping shown on the approved plans shall be carried out in the first planting season following the relevant part/building first being brought into use and thereafter maintained in accordance with the approved maintenance plan. 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: To protect and enhance the appearance and character of the site and locality, in accordance with adopted Dartford Development Policies Plan Policies DP2 and DP25.

16. Pedestrian visibility splays of 2.0m x 2.0m shall be provided and permanently maintained on both sides of each individual private or communal driveway onto the

highway. The splays shall be kept clear of obstructions over 600mm in height (measured from footway level) at all times.

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

17. The development hereby approved shall be constructed in accordance with the recommended mitigation measures contained within the Noise Assessment dated April 2018 prepared by WSP approved in respect of condition 26 of the outline planning permission EDC/17/0045. The mitigation measures shall be implemented prior to the occupation of the relevant dwelling and thereafter maintained at all times.

Reason: To ensure adequate conditions for the future occupants of the development.

18. The private and communal refuse storage areas for the dwellings hereby approved, as shown on the approved plans, including the associated bin collection points where applicable, shall be constructed, furnished and made available for use prior to relevant dwelling first being occupied. The communal refuse storage areas shall thereafter be retained and kept available for use by the residents at all times.

Reason: In the interest of residential amenity, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4.

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

Reason: In order to encourage sustainable travel, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4.

## Informatives

### **1. POSITIVE AND PROACTIVE APPROACH TO DECISION-TAKING**

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 applicant was provided with pre-application advice;
- 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. ADDITIONAL DOCUMENTS**

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

- Ebbsfleet Green, Phase 3 - Accessible / Adaptable Accommodation Letter (dated 17<sup>th</sup> January 2018)
- Ebbsfleet Green Phase 3 – Statutory Consultee Comments and Response
- Planning Statement (January 2018)

- Design and Access Statement (Issue 6 January 2018)
- Drainage Statement – Phase 3 Development (March 2018)
- Noise Assessment (April 2018)
- Refuse Vehicle Swept Path Analysis (January 2018)
- Energy and Sustainability Statement prepared by WSP (March 2018)

### **3. OUTLINE PLANNING PERMISSION**

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

### **4. REASON FOR IMPOSITION OF PRE-COMMENCEMENT CONDITIONS**

Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure)(England) Order 2015, the Local Planning Authority is satisfied that the requirements of planning conditions 3 and 4 (including the timing of compliance) is so fundamental to the development permitted that such details must be submitted prior to works commencing on site.

### **5. DEVIATION FROM APPROVED PLANS**

It is possible that any proposed deviation from the approved plans could be classed as a 'material' change requiring a further application/permission. In the event that any change is proposed, applicants are advised to seek advice from the Local Planning Authority as proceeding without the necessary permissions could nullify this permission.

### **6. NAMING AND NUMBERING**

As a result of the changes to this property, it appears that a change has to be made to the national property gazetteer. It is a legal requirement that a property or premises is registered.

The Naming and Numbering Certificate, when issued, will reduce location or delivery problems via Royal Mail or other carriers, and importantly for the Police, Ambulance, and Fire & Rescue services. Registration is also necessary to register to vote, for utility connections, and will avoid duplicate addresses.

The on-line form is available at the Street Naming and Numbering page of the council's website. Please submit the application and the requisite fee in accordance with the guidance on the form.

### **7. BUILDING REGULATIONS AND OTHER CONSENTS**

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

### **8. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION**

It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established

in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>.

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

## 9. UTILITIES

It should not be automatically assumed that permission will be given for utility services to be placed within the public highway, and early contact should be made with Kent County Council at [roadworkswest@kent.gov.uk](mailto:roadworkswest@kent.gov.uk). This will enable a proper consideration of available options in order that the optimum solution can be determined.

## 1.0 SITE CONTEXT AND PROPOSAL

- 1.1 The application site lies within the wider Ebbsfleet Green development. Dartford Borough Council granted outline planning permission in March 2014, for the redevelopment of the site to create a new community with a mix of uses. All matters were reserved for subsequent detailed approval, with the exception of the means of access, which approved junctions with Southfleet Road. The permission is subject to a total of 60 planning conditions and Section 106 Agreement. The outline planning permission is broken into a series of staged submission requirements to ensure that the necessary level of site evaluation and strategic site framework is established in advance of consideration of details.
- 1.2 The outline permission has approved the following land uses for the Ebbsfleet Green site:
- Up to 950 residential dwellings in a mix of houses/flats;
  - Primary school and associated open space (2.05ha);
  - Community Hall (358 sqm);
  - Neighbourhood food store (339 sqm);
  - Up to 5,000sq m hotel with conferencing and leisure facilities;
  - Pub and family restaurant (920 sqm);
  - Public open space (no less than 30% of site) including parkland, sports pitch, 2No. hard-surfaced courts, with changing facilities and community allotments;
  - A Neighbourhood Equipped Area for Play (NEAP), Multi Use Games Area (MUGA) and 3 x Local Equipped Areas of Play (LEAPS).
- 1.3 Reserved matters approval has subsequently been granted for phase's 1a/1b, 1c, 2a and for public house/restaurant and 104-bed hotel. In addition, approval has been granted for phase 1 infrastructure works (application ref. 14/01517/ECREM) enabling early delivery of the northern and southern sections of the central spine road, associated earthworks, the formation of a noise bund along the A2 corridor, the Local

Park, LEAP and associated planting. Development is progressing at pace with a number of occupations on site and the pub and hotel now open to the public.

#### *Site Description and Proposal*

- 1.4 The site lies to the southeast of Eastern Quarry, which is the subject of a separate large residential led mixed-use development. The site is bounded to the south by the A2, and to the east by Southfleet Road. The DS20 Public Right of Way bounds the western and northern boundaries of the site. In broad terms the wider site boundaries as a whole extend to approximately 38.0 hectares (ha).
- 1.5 The site previously comprised of 3 electrical sub-stations, which have now been decommissioned, with the remainder of the site last in arable use. Electricity pylons on the site stand at approximately 50 meters in height and run through the centre of the site (N-S). As part of the works approved under the phase 1 infrastructure application, extensive 'cut and fill' earthworks have taken place and the levels of the site have drastically altered.
- 1.6 Reserved matters planning permission is sought for phase 3 of the development consisting of 205 dwellings incorporating associated internal access roads, parking, landscaping and open space, footpaths and sustainable urban drainage (SUDs). Varieties of housing typologies are proposed but are predominantly semi-detached and detached houses, as well as six three-storey apartment blocks. Phase 3 residential development represents the third stage of house building of what is a multi-phased development and addresses the western section of the site.
- 1.7 The site is located to the far southwest corner of the development and covers an area of 4.87 ha in what is identified 'west village' character area in the approved site wide masterplan. The site is bordered to the north by a linear strip of open space and to the east by the central spine road that loops through the site. Phase 2a residential development (approved under planning reference EDC/16/0113) borders the site to the south and a steep grassed bank lies to the west.
- 1.8 In total, the proposal seeks to provide 164 private dwellings (45 x 2-bed dwellings, 56 x 3-bed dwellings, 63 x 4-bed dwellings) and 41 affordable dwellings (33 x 2-bed dwellings, 8 x 3-bed dwellings).
- 1.9 Whilst detailed matters of layout, appearance, scale and landscaping were reserved from consideration at the outline stage, the outline planning consent establishes the broad parameters within which those matters need to be worked up in detail for the purposes of the Reserved Matters application submissions. It is important to note however that the parameter plans do not absolutely 'fix' matters of detailed design and that deviations from those plans may be accepted under the Reserved Matters applications where the deviations do not substantially alter the original planning permission approved and where the impacts do not result in significant harm to the local area.

## **2.0 RELEVANT PLANNING HISTORY**

- 2.1 DA/05/00308/OUT      Redevelopment of the site comprising a mixed-use of up to 950 dwellings and non-residential floor space for shopping, food and drink, hotel use; community, health, education and cultural uses; assembly and leisure facilities and associated works to provide the development.

Approved with Conditions and S106, 31 March 2014

- 2.2 14/01522/ECCDNA Submission of details relating to phasing strategy pursuant to condition 14 of outline planning permission DA/05/00308/OUT.  
Approved, 21st October 2015
- 2.3 14/01520/ECCDNA Submission of details relating to Masterplan pursuant to condition 12 of outline planning permission DA/05/00308/OUT.  
Approved, 15th November 2015
- 2.4 14/01517/ECREM Submission of Reserved matters in respect of Phase 1 Infrastructure Works pursuant to Conditions 2,19,21,22 and 32 of outline planning permission DA/05/00308/OUT inclusive of northern and southern sections of spine road, site levels, hard and soft landscaping (excluding Phase 1 residential area), indicative street and parkland lighting, local play area, associated earth works and noise bund (amended plans for spine road, site levels, cut and fill, sections).  
Approved with Conditions, 24th December 2015
- 2.5 15/01001/ECREM Submission of reserved matters of siting, design, external appearance and landscaping pursuant to conditions 2,19,20,21,22,26, and 43 of outline planning permission DA/05/00308/OUT for Phase 1 development of 180 residential units including details of streets, buildings and structures, car parking areas, open spaces, materials, noise mitigation and drainage.  
Approved with Conditions, 21st January 2016
- 2.6 EDC/16/0045 Application for variation of condition 3 attached to outline planning permission reference no. DA/05/00308/OUT relating to parameter plans.  
Approved, 11<sup>th</sup> August 2017
- 2.7 EDC/16/0039 Application for approval of conditions 4, 12 and 14 attached to outline planning permission reference no. EDC/16/0045 relating to changes to the landscape and open space strategy, transport strategy, Masterplan & phasing strategy.  
Approved, 11<sup>th</sup> August 2017
- 2.8 EDC/16/0083 Submission of Reserved Matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 1 development of 74 residential units (C3) and local shop (339 sqm) including details of streets, buildings and structures, materials, landscaping, car parking, noise and drainage.  
Approved Subject to Conditions, 11<sup>th</sup> August 2017
- 2.9 EDC/16/0113 Submission of Reserved Matters of siting, design, external appearance and landscaping, pursuant to conditions 2, 19, 20, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 2 development of 191 residential units including details

of streets, buildings and structures, materials, open space, car parking, noise and drainage.  
Approved Subject to Conditions, 11<sup>th</sup> August 2017

- 2.10 EDC/17/0117 Submission of Reserved Matters of siting, design, external appearance and landscaping pursuant to conditions 2, 19, 20, 21, 26 and 35 of outline planning permission EDC/16/0045 for the erection of a public house/restaurant, hotel, associated residential accommodation, car parking, landscaping and ancillary works.  
Approved Subject to Conditions, 11<sup>th</sup> August 2017
- 2.11 EDC/17/0003 Application for the variation of condition 2 and removal of condition 7 attached to planning permission reference no. EDC/15/01001/ECREM for submission of reserved matters of siting, design, external appearance and landscaping pursuant to conditions 2, 19, 20, 21, 22, 26 and 43 of outline planning permission EDC/16/0045 for Phase 1 development of 180 residential units including details of streets, buildings and structures, car parking areas, open spaces, materials, noise mitigation and drainage (Amended description)(Amended plans); to change house typologies with alterations to design incorporating a feature ragstone wall, including signage and steps, relocation of affordable housing plots and changes relating to parking, materials, enclosures, massing, occupancy and street scenes.  
Approved Subject to Conditions, 17<sup>th</sup> August 2017

### 3.0 PUBLICITY

#### 3.1 First Round of Publicity – November 2017

The proposal was advertised on site via 7no. Notices and publication in a local newspaper (Gravesend and Dartford Reporter) as a:

- Major Development Proposal.

The expiry date for representations was 7<sup>th</sup> December 2017.

#### 3.2 Second Round of Publicity – January 2018

Amended plans were submitted in January 2018 incorporating layout changes to improve the connectivity of the site and the integrity/resilience of the network. This redesign reduces the overall quantum of development from 209 dwellings to 205.

Following receipt of additional and amended information, a second round of publicity was undertaken to comprise the display of site notices and publication of a press notice.

The expiry date for representations was 22<sup>nd</sup> February 2018.

### 4.0 REPRESENTATIONS

- 4.1 At the time of publishing this report **1 no. written representation** had been received to the application, summarised as follows:

(28/1/18) Bean Residents Association – Highlighted concerns and disappointment that the applicant is unwilling to fully comply with the DBC Parking Standards SPD. The Residents Association would like to draw officer’s attention to a survey of vans carried out in Bean. The outcome of this survey confirms that providing 1 van space per 10 dwellings is not excessive on new local developments.

## **5.0 CONSULTATION RESPONSES**

5.1 The following bodies and organisations have been consulted on the application:

- Environment Agency
- Dartford Borough Council
  - Environmental Health
  - Housing Strategy and Development Manager
- Kent Police Crime Prevention Design Advisor
- Southern Water
- Kent County Council
  - Highways
  - Heritage
  - Public Rights of Way
  - Ecology
  - Lead Local Flood Authority
- UK Power Networks
- Kent Fire and Rescue Services
- Swanscombe and Greenhithe Residents Association
- Swanscombe and Greenhithe Town Council

The following responses have been received and are summarised as follows:

### ***Environment Agency***

(21/11/17) No comments on the application.

### ***Dartford Borough Council (DBC) (Initial Comments 1/2)***

(14/12/17) DBC raises no objection to the proposals in principle however, have concerns that the use of certain house types will have a detrimental effect on the development and may appear bland and of low quality. In addition, DBC officers would recommend that the parking issues raised by KCC Highways and Swanscombe and Greenhithe Town Council be addressed prior to determination of the application.

### ***(Additional Comments 2/2)***

(7/2/18) DBC raises no objection to the proposals in principle, however, it is noted that latest revisions do not overcome concerns previously raised with the use of the ‘Dart’ and ‘Grantham’ house types.

*EDC Officer Comment: The applicant has attempted to respond to DBC comments and concerns regarding the use of the ‘Dart’ and ‘Grantham’ house types by providing images of what these units look like once built. Following a review of the images provided, EDC officers do not share DBC’s concerns regarding the use of these house types.*

## **Dartford Borough Council Environmental Health Officer (EHO) – (Initial Comments 1/2)**

(12/1/18) The EHO raises concerns regarding noise exposure to gardens and balconies potentially being excessive. Whilst it may not affect many, some gardens will potentially be exposed to levels of up to 60 dB LAeq,16hr. The target is 50 dB allowing 55 dB when good reason and necessity is proven, but it is the exception to allow above this unless very good reason and necessity has been established. The officer does however recognise that this is a predicted level based on projected traffic flows and that the models used in this assessment often slightly over estimate the levels.

### **(Additional Comments 2/2)**

(5/3/18) Following a review of additional information submitted by the applicant, the EHO has confirmed that only a few properties will be subject to higher than desirable noise levels for a significant area of the open space. However, on the basis that this is the best that can be achieved the proposals are acceptable.

### ***Southern Water***

(4/12/17) Southern Water would recommend discharge of condition 19 g) relating to foul drainage.

### ***Kent County Council Highways (Initial Comments 1/2)***

(5/12/17) KCC have provided a number of detailed comments that require attention and revision in order to make the scheme acceptable to the Local Highway Authority. The following matters should be addressed: -

- Relocation of parking (within 10m of the junction) at the southernmost access due to safety concerns over the arrangement.
- Clarity sought as to the areas that are to be adopted.
- Traffic calming is required for the appropriate design speed. Rumble strips have been provided within the vicinity of the main intersections within the site confines. It is recommended that these be amended to provide raised tables to achieve sufficient speed reduction.
- In locations where perpendicular parking is provided, a 6.0m aisle width should be provided.
- A Swept Path Analysis has not been submitted for the site. An 11.4m refuse vehicle should be assessed in addition to a fire tender and pantechnicon.
- All accesses should be assessed, to ensure suitable servicing of all units, allowing the necessary vehicles to turn within the site and leave within a forward gear.
- Any perpendicular parking not separated from passing traffic by a footway should have a safety margin provided.
- No reference is made to the dimensions of the parking bays across the site.
- The parallel parking bays proposed appear not to conform to DBC's standards.
- Two oversized parking spaces, for use by vans, are provided within the parking court for the northern most flats. Access to these bays may be constrained and should be assessed to ensure accessibility is maintained.

- Only two spaces of the necessary size have been provided for van parking, which does not accord with DBC's parking standards. The 'Technical Note Ebbsfleet Green, 70002392, Car and Van Parking Analogue Surveys, September 2016, Issue no.2' has been reviewed. It is considered that the sites assessed are questionable as to their suitability.
- It is recommended that a minimum of 8 further bays should be provided to meet the needs of larger vans. Whilst this is less than the 21 required by DBC, it is considered to represent an appropriate compromise in this case.
- Visitor parking, whilst according with the DBC standards, is concentrated in a small number of locations, with large areas of parking provided to the south and east of the site. To encourage its use, visitor parking should be more evenly distributed across the site, with spaces relocated to the west of the site.
- Visitor parking to the south and the flatted blocks located in this area generally, should be provided with an internal footway connecting with the rest of the site, to enhance permeability;
- No reference is made to the number of electric charging points to be provided on the site.
- A parking schedule for each plot should be provided setting out the number of spaces provided for each unit in relation to the DBC parking standards;
- Reference is made to a minimum 5% parking provision for disabled users, however this provision is not shown on the parking plan.
- The submitted plans appear to show that the eastern road network is shared surface in nature. The footway that is provided is not necessary and can be removed, providing only a safety margin. If, however, no shared surface is provided it is recommended that this footway be extended to create continuous connectivity for the dwellings accessible from these eastern roads. The width of the footway appears to be approximately 1.0 metre in width; this should be widened to 1.8m.
- An independent Stage 1 Road Safety Audit is required for all three of the proposed accesses and the layout of the site, to be submitted to the Highway Authority for review.
- Visibility splays at the proposed access junctions have not been provided.

***(Additional Comments 2/2)***

(04/04/18) KCC Highways have reviewed the revised proposals and wish to raise no objection. In addition to further detailed comments, a number of conditions have been recommended. A summary the revised comments have been provided below:

- The proposed highway adoption plan is considered acceptable, however, it should be noted that allocated parking should not be provided within the adoptable highway. As such, it is recommended that the allocated parking for the southern flat block is either left unallocated, or the proposed extent of adoption is reduced to allow for allocation. Further discussion on this matter should take place with the KCC Development Agreements Team at adoption stage.
- The revised swept path analysis and the amendments to the layout to accommodate these vehicles are considered acceptable.
- The amendments to the parking provision are noted and deemed acceptable for the proposals. On review of the dimensions of the parking bays, it is noted that some parallel bays, remain smaller than standard. Additionally, van parking is indicated opposite Plots 647-649; however, no enlarged size for these bays is provided.

- Discussion has been undertaken with the applicant in relation to the requested Road Safety Audit. A combined Stage 1 and 2 Road Safety Audit must be completed before the roads are offered for adoption by KCC.

*EDC Officer Comment: Conditions covering the highways points have been recommended and the extent of the adoptable highway and any minor changes to the size of parking spaces will be examined through the road safety audit.*

### **Kent County Council Heritage**

(28/2/18) No objection to the proposals.

### **Kent County Council Public Rights of Way (PROW)**

(4/12/17) The PROW Officer has identified the existence of Public Footpath DS20, which passes along the boundary of the proposed site. It is noted that the proposals do not include any new pedestrian access connections between the development site and Public Footpath DS20. Links would provide valuable connections for residents seeking access to neighbouring developments and the surrounding countryside to the south, however it is appreciated that links may be difficult to establish, due to the local topography.

It is considered that the proposed development would have an impact on this right of way, even though the definitive alignment of the Footpath DS20 is located outside the boundary of the site. Both national policy and Kent Design guidelines clearly state that pedestrian and cycle routes should be overlooked within open and welcoming environments. It is therefore recommended that the footpath be overlooked by properties to prevent fear and intimidation.

It is imperative that the route is designed to be safe and secure to use. Where possible, existing vegetation should be removed to open up views along the footpath and deter anti-social behaviour. Planting should be kept to an absolute minimum to ensure there are clear lines of view from properties (and publically accessible open spaces) to the footpath.

It is also requested that the developer makes all reasonable efforts to negotiate and remove all fencing between the public footpath and the site with the County Council and neighbouring owner. This is again to improve the security of users of the path to remove any confinement and entrapment. In summary, the officer raises no objection to the proposal provided that our considerations are taken into account and Public Footpath DS20 is not obstructed by the development.

*EDC Officer Comment: The applicant has confirmed that Redrow are not in ownership of the land which sits between the site and the Public Right of Way referred to by the officer. KCC would therefore need to liaise with the landowner to explore the possibility of a future connection. It should also be noted that as part of the noise mitigation measures for the site an acoustic bund and fence have been approved along the western boundary of the site which would limit direct access to the footpath in addition to the changes in levels.*

### **Kent County Council Ecology – (Initial Comments 1/2)**

(14/2/18) The dormouse mitigation strategy submitted with the outline planning application demonstrated that the suitable dormouse habitat was adjacent to an area of vegetation/public open space which would act as a buffer between the

development and the dormouse mitigation area. In addition, it would be managed as part of the wider site management plan and could be actively managed as dormouse habitat.

The submitted reserved matters application indicates that the dormouse mitigation habitat is directly adjacent to dwellings and the road; therefore, it is likely that the dormouse habitat will be managed more intensively by residence or to prevent the vegetation from intruding on to the road. KCC recommend that the applicant's ecologist provide a letter assessing the change in site layout and assessing if the changes have impacted the implementation of the dormouse mitigation across the whole of the site.

***(Additional Comments 2/2)***

(26/3/18) KCC advise that sufficient ecological information has been submitted to determine the planning application and accept that the mitigation proposed is acceptable. Concerns were previously raised that houses would encroach on dormouse mitigation areas – however the additional information provided by the applicant's ecologist and a site visit has confirmed that mitigation areas will not be impacted.

***Kent County Council Lead Local Flood Authority – (Initial Comments 1/2)***

(4/12/17) KCC raise no objection to the discharge of the part of condition 19 related to surface water management, or to the approval of any associated reserved matter covered by this application. Officers would recommend that the applicant's intentions towards maintenance and adoption be clarified before this associated Condition is discharged.

***(Additional Comments 2/2)***

(13/2/18) Being that the original drainage statement has not been amended we have no further comment to make on this proposal and would refer you to our previous response dated 12th January 2018.

*EDC Officer Comment: A number of drainage conditions have been recommended to secure further details of the applicant's intentions towards adoption and management.*

***Kent Fire and Rescue Services***

(14/11/17) Kent Fire and Rescue advise that the provision of an access roadway of 3.7m in width, which allows an appliance to within 45m of all points within the dwellings, must be provided. Alternatively the installation of a domestic sprinkler system in the dwelling will increase the distance of Fire Service access to 90m of all points within the dwelling. In addition, turning facilities should be provided in any dead end access route that is more than 20m long and can be by a hammerhead or turning circle.

*EDC Officer Comment: The applicants have provided a swept path analysis illustrating that the layout does allow an applicant to within 45 metres of all point together with appropriate turning provision.*

***Kent Police Crime Prevention Design Advisor (CPA)***

(23/11/17) Kent Police acknowledge that the applicant has considered crime prevention. Officers have had no communication from the applicant/agent for this particular phase (Phase 3) and there are other issues that may need to be discussed and addressed including a formal application for BREEAM and Secured by Design (SBD) if appropriate. It is also noted that there will be an element of affordable housing and there may be a Housing Association (HA) requirement to achieve a level of SBD accreditation, should a HA become involved with this development. If the applicant fails to contact the Kent Police Crime Prevention Advisors, this may have an effect on the development with regards to Secured by Design (SBD) and BREEAM, as awarding these items retrospectively can prove difficult and costly. Should contact not be made by the applicant with Kent Police it is recommended that an additional informative be included as part of these reserved matters, to ensure that Crime Prevention is addressed effectively.

### **Swanscombe and Greenhithe Town Council – (Initial Comments 1/2)**

(29/11/17) The Town Council raises concerns regarding insufficient car parking. Although the proposed parking quantum meets the overall figure of Dartford Borough Council Parking Standards Supplementary Planning Document (SPD) requirement, the breakdown to property types does not. The proposals indicates a significant shortfall in van parking and quotes the Parsons Brinkerhoff van survey as evidence that van parking is not a necessary requirement. An opinion previously disputed by both Dartford Borough Council and Kent Highways on previous applications. Dartford Borough Council's Parking Standards SPD shows a requirement of 21 van spaces whereas the drawing indicates only 2 van spaces. The Design and Access Statement states that there is a minimum of 5% disabled spaces, however the drawings show all spaces as the same size and therefore would not meet the standards for disabled spaces.

### **(Additional Comments 2/2)**

(12/2/18) The Town Council still has concerns regarding insufficient parking provision. Although the 238 resident's spaces for the houses meet the Dartford Borough Council Parking Standards Supplementary Planning Document (SPD) requirement for the houses. The resident's spaces to the apartments do not, with the application showing 78 spaces and the SPD requiring 94 spaces to be provided. The Dartford Borough Council Parking Standards (SPD) indicates a requirement for 21 van spaces for this application, however the application still show only 2 van spaces despite KCC having suggested a compromise of 8 van spaces.

*EDC Officer Comment: A number of amendments have been made to the layout of the scheme, these changes include a significant increase in the number of van spaces and the provision of disabled spaces.*

## **6.0 PLANNING POLICY**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 The development plan comprises the adopted Dartford Core Strategy (2011) and the Dartford Development Policies Plan (2017). The Core Strategy seeks to regenerate the Borough of Dartford by outlining where, and how many, new homes and jobs will be created. Its objectives are also delivered through the Development Policies Plan, which includes more detailed thematic policies. Following adoption of the

Development Policies Plan in July 2017, no policies from Dartford Local Plan 1995 remain in force.

The policies relevant to the consideration of this application are set out below.

6.3 Dartford Borough Local Development Framework – Core Strategy (2011)

Policy CS1 - Spatial Pattern of Development  
Policy CS4 - Ebbsfleet to Stone Priority Area  
Policy CS5 - Ebbsfleet Valley Strategic Site  
Policy CS10 - Housing Provision  
Policy CS11 - Housing Delivery  
Policy CS15 - Managing Transport Demand  
Policy CS17 - Design of Homes  
Policy CS18 - Housing Mix  
Policy CS19 - Affordable Housing  
Policy CS23 - Minimising Carbon Emissions  
Policy CS25 - Water Management  
Policy CS26 - Delivery and Implementation

6.4 Dartford Development Policies Plan and Policies Map (adopted July 2017) (DDPP)

Policy DP1: Dartford's Presumption in Favour of Sustainable Development  
Policy DP2: Good Design in Dartford  
Policy DP3: Transport Impacts of Development  
Policy DP4: Transport Access and Design  
Policy DP5: Environmental and Amenity Protection  
Policy DP7: Borough Housing Stock and Residential Amenity  
Policy DP8: Residential Space and Design in New Development  
Policy DP11: Sustainable Technology and Construction

**OTHER RELEVANT GUIDANCE**

National Planning Policy Framework and Guidance

- 6.5 The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 14) which means approving development proposals that accord with the Development Plan and where the Development Plan is absent, silent or relevant policies are out of date planning permission should be granted unless any adverse impacts would so significantly and demonstrably outweigh the benefits or specific policies in the NPPF indicate development should be restricted.

Supplementary Planning Guidance

- 6.6 The Council has adopted a number of Supplementary Planning Guidance documents, Development Briefs and Conservation Area Appraisals. These elaborate on adopted policies and are material considerations in determining planning applications. The following documents are relevant to the consideration of this application:
- Dartford Borough Council Parking Standards Supplementary Planning Document (2012)

## EDC Implementation Framework

- 6.7 Ebbsfleet Development Corporation published its Implementation Framework (2017) which sets out the area-wide spatial framework, vision for Ebbsfleet Garden City alongside strategic development areas and associated design guidance.

## **7.0 PLANNING APPRAISAL**

### **Principle of Development**

- 7.1 The delivery of high-quality development, which significantly boosts the supply of housing, is at the heart of the NPPF and Central Government Policy. Policy CS4 of Dartford Borough Council's Core Strategy identifies a series of Priority Areas where the majority of future development in the Borough will take place. Each Priority Area is comprised of a number of major sites, which have been assessed for their suitability for housing and employment use. Ebbsfleet, Eastern Quarry and Northfleet West Sub Station, at the eastern end of the Priority Area, are the most significant of the sites and jointly form the Strategic Site referred to as Ebbsfleet Valley. Policy CS5 of the Core Strategy sets out development aspirations for the Ebbsfleet Valley Strategic Site and identifies the need for a mixed-use centre at the heart of each residential village to include community facilities and local shops.
- 7.2 The principle of development on the site has already been established under the outline planning permission (planning reference EDC/16/0045). Detailed matters of layout, appearance, scale and landscaping were however reserved from consideration at the outline stage. The outline permission is broken into a series of staged submission requirements to ensure that a strategic site framework is established in advance of consideration of details. The consent established design principles, including indicative parameter plans for development limits, density and building heights. The approved parameter plans underpin the site-wide masterplan and provide guidelines for development. It is important to note that the parameter plans do not absolutely 'fix' matters of detailed design. Deviations from those plans may be accepted under reserved matters applications where the changes do not substantially alter the original permission and do not result in significant harm to the locality.
- 7.3 It is considered that the proposals will facilitate the implementation of development, which is consistent with both the NPPF, and the Development Plan. In particular, the proposals represent sustainable development as set out in the NPPF and DPP Policy DP1: Dartford's presumption in favour of sustainable development. Therefore, subject to a detailed assessment of scheme-specific issues the proposals are considered to be acceptable in principle.

### **Access**

- 7.4 Matters relating to access include consideration of the accessibility to and within the site for vehicles, cycles and pedestrians in terms of positioning and treatment of access and circulation routes, and how these fit into the surrounding access network.
- 7.5 The outline permission established two principle accesses into the wider Ebbsfleet Green site, the northern and southern site entrances. Both entrances are connected via a central spine road, which loops through the centre of the site. A comprehensive grid of public streets has been overlaid onto the site and spine road that responds well to orientation and topography, providing good vehicular and pedestrian connectivity within the site itself in addition to a clear street hierarchy. A swept path

analysis has been provided by the applicant to show how a fire appliance and a refuse vehicle would be able to access and manoeuvre within the phase. A condition is recommended to ensure that appropriate visibility splays are maintained.

### **Density & Layout**

- 7.6 Core Strategy Policy CS17 discusses the design of homes taking into account layout and density. Section 3 of the policy acknowledges that sites will be developed at a variety of densities, depending on their location and accessibility to public transport. The approved masterplan identifies phase 3 as forming part of the 'West Village' character area, comprising of medium to high-density residential development.
- 7.7 The site wide density strategy has been informed by the sites topography, landscape and visual assessment work, which highlighted the higher parts of the site and the eastern edges as more prominent than the lower lying land to the south adjacent to the A2. Based on the proposed development area, the development would give a maximum residential density of 42 dwellings per hectare.
- 7.8 The NPPF encourages the provision of safe and secure layouts, which minimise conflicts between traffic, cyclists and pedestrians. Policy DP4 of the DDPP requires that the layout should promote walking, cycling and public transport through the provision of attractive and safe routes, which address the needs of all users.
- 7.9 The layout of the phase has not deviated significantly from the principles established by the masterplan which envisaged a grid network within the area, with a primary access road through the centre of the phase supplemented by two secondary roads providing a robust and resilient vehicular network, with excellent pedestrian permeability on both axis. In accordance with the approved masterplan, a clear street hierarchy has been established, with a central 'boulevard' running through the site (north to south), providing a direct connection through to the linear park to the north of the phase and the Locally Equipped Area of Play to the south of the phase (approved under planning permission EDC/16/0113).
- 7.10 It should be noted that the initial layout submitted, only incorporated one primary north to south connection through the site, which would have potentially impeded the resilience of the network. A reconsideration of the secondary street grid offered the opportunity to locate the apartment blocks in the southwest corner of the phase onto a formal street. Pedestrian connectivity has been positively promoted, with relatively small development blocks providing a good level of permeability, and connectivity within the site.
- 7.11 In terms of layout, prominent landmark buildings have been located to front onto the central spine road and village green, providing a strong development edge. Care has been taken to ensure houses turn corners and address the street so no blank facades are prominent in the public street scene. Properties have been orientated to front onto the development boundaries of the development parcel, to provide natural surveillance and discourage anti-social behaviour. Key junctions and gateways to the boulevard are emphasized with a change in materials, using white render to create local standout dwellings and to improve legibility. It is considered that the proposed layout works with the contours of the land and accommodates the drainage requirements of the site.

## **Scale**

- 7.12 Matters of scale are intrinsically linked to good design quality as set out in NPPF Paragraph 58 and policy DP2 of the DDPP, which requires developments to be visually attractive, function well and add quality to the area. The matter of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings.
- 7.13 Phase 3 residential building heights consist of 2, 2.5 and 3-storey development, in accordance with the approved building heights parameter plan. Larger units and apartment blocks have been used to create a strong and legible edge to the development parcel. Larger detached units frame the linear park to the north of the phase, providing surveillance and an open green edge. In addition, larger properties and three bespoke apartment blocks frame the central spine road to the west of the phase and creating a strong and legible edge to the development and village green. These units would directly overlook phase 2c of the development, which would deliver building heights between 4 to 6 storeys and should create well-enclosed streets and spaces with a more 'urban' feel.

### *Deviations from Parameter Plans*

- 7.14 The proposed building heights substantially accord with the parameter plans, with the exception of three apartment blocks in the southwest corner of the phase. The approved building heights parameter plan identifies 2 rather than 3-storey development in this location. An increase in the height of the building from 2 to 3 storeys is considered appropriate, as this location is not identified as 'sensitive' in the Environmental Statement in respect of landscape and visual impact. The proposals have been carefully designed to take account of the surroundings including the noise bund to the west of the phase.
- 7.15 Overall, the proposed development would have a relatively limited scale, bulk and height with the exception of the 3 storey apartment blocks. Whilst the size of the buildings would present prominent structures they would be largely in keeping with the surrounding development following later phases. For the reasons set out above, the scale of the buildings within the phase, including the increase in height from those shown on the approved building heights parameter plan are considered acceptable.

## **Housing Mix**

- 7.16 The proposals for 205 dwellings comprise of 2, 3 and 4 bed homes, consisting of 164 private dwellings (45 x 2-bed flats, 56 x 3-bed dwellings, 63 x 4-bed dwellings) and 41 affordable dwellings (33 x 2-bed flats, 8 x 3-bed dwellings). Policy CS18 of Dartford Borough Councils Core Strategy suggests a preferred mix of houses to flats over the plan period of 70:30. However, it should be noted that the specified mix is not an express requirement. In total 127no houses and 78no apartments are proposed within the phase, representing a 38% contribution towards the flatted provision to meet the requirements of Core Strategy Policy CS18.

## **Affordable Housing**

- 7.17 Affordable housing across the site would be provided in accordance with the requirements of conditions 17 and 18 of the outline planning permission, which secures the provision of 15% affordable housing for the first phase of development and 30% for each remaining phase, which includes this current phase.

- 7.18 Accordingly, the phase 3 proposals should provide 62 affordable dwellings. The proposals instead provide 41 affordable units, representing a shortfall of 21 dwellings for this phase. It should be noted that an earlier phase of development overprovided by 1 dwelling and therefore the current site wide shortfall would be 20 affordable dwellings. The applicant has confirmed that the site as a whole will achieve the policy and condition compliant level of provision, with any shortfall in provision addressed in forthcoming proposals for the village centre and Phase 4 residential development. It should be acknowledged that Ebbsfleet Green is a large multi-phased scheme and therefore it is not uncommon for there to be an over and under provision of affordable housing in a particular phase.
- 7.19 In terms of the overall affordable provision, 8 shared ownership units are proposed as 3-bedroom houses and are located in the southwest corner of the parcel. The remaining 33 units are provided as 2-bedroom units, within three-apartment blocks (6 shared ownership and 27 affordable rent). Condition 17 states that within each phase 50 % of the affordable homes shall be affordable rented homes and 50% shall be intermediate housing (shared ownership). However, the express wording of condition 17 does allow deviations, subject to formal approval from the Local Planning Authority. The proposals for Phase 3 seek to provide 66% affordable rented and 34% shared ownership. Affordable housing within this phase has been designed in a manner to be consistent with the market housing to support a reasonable level of tenure blindness. The proposed affordable housing size and tenure mix is considered to be acceptable.
- 7.20 Although not an affordable product, included within the proposed house types for this phase is a new product from Redrow called the 'Heritage Lifestyle' unit. The unit is designed to provide high-quality accommodation for those who wish to maintain the feeling of space within their home but do not require more than 3 bedrooms and therefore the target market is over 55's who wish to downsize. The offer includes a unit of a similar size to a 4-bedroom house but with one less bedroom. All bedrooms are therefore larger in size and have an en-suite bathroom.

### **Residential Standards**

- 7.21 The NPPF seeks to ensure developments will function well, do not undermine quality of life and create attractive and comfortable places to live, work and visit, and seeks to "*secure high-quality design and a good standard of amenity for all existing and future occupants of land and buildings.*" Policy DP8 states that all sites for new dwellings shall provide a range of useable size and good quality private amenity spaces (including residential gardens and balconies). Development will not be permitted where provision is insufficient in these respects; or where garden space for storage, access to daylight and direct sunlight, or privacy, overlooking and overshadowing is unacceptable."
- 7.22 In March 2015, the Government introduced Nationally Described Space Standards as part of a revised approach to provide technical standards to drive the provision of quality housing throughout the country. 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 (NDSS). Dartford Borough Councils adopted Development Policies Plan; Policy DP8 states that dwellings should meet NDSS unless clearly shown to be unviable due to site-specific circumstances. The applicant has provided a matrix of dwelling sizes relative to the NDSS that confirms all units within the phase comply. The design of new homes is

also in accordance with CS17 in terms of provision of internal spaces that are appropriate and fit for purpose and private amenity space.

- 7.23 In accordance with Policy DP8 all proposed houses provide a private garden of an acceptable size and depth. The garden depths also ensure satisfactory back-to-back separation distances to prevent unacceptable overlooking between new dwellings. Following a number of revisions to the design of the apartment blocks, all the units with the exception of two provide private amenity areas in the form of balconies. All residents across the phase will have access to site wide open spaces including a village green, sports facilities and play facilities.
- 7.24 Policy DP8 also identifies that development should contribute to the accommodation requirements of residents with restricted mobility and that accessible / adaptable accommodation should be maximised. The outline planning permission identified that the affordable housing units should comply with lifetime homes, this standard has now been replaced with the equivalent building regulations Part M4(2) standard. During the course of the application discussions have taken place with the applicants to ensure that the Part M4(2) standard is met and this has involved the applicant adding lifts to some of the apartment blocks proposed together with other more minor amendments. The proposed scheme now therefore meets the terms of the S106 in this regard and the spirit of the policy. A condition is recommended to ensure compliance.

### **Design, Appearance & Materials**

- 7.25 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.
- 7.26 The NPPF sets out the importance of good design as being indivisible from good planning (paragraph 56) and gives weight to achieving high quality designed buildings and spaces (paragraph 57). Planning permission should be refused for development of a 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). Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation or originality through unsubstantiated requirements to conform to certain development forms or styles.

### *Housing*

- 7.27 A variety of housing typologies are proposed across the phase, including terraces, semi-detached and detached houses, in addition to bespoke apartment blocks. The phase would resemble the consented Phase 1 residential development, as both phases bring forward house types from the 'Heritage Range'. The massing, eaves line, façades, materials and detailing of the units from this range are all informed by Edwardian and Arts and Crafts styles which provides diversity and complexity to the streetscape. In total, ten different house types are proposed across the phase, ensuring that there is diversity in the built form and a range of housing for future occupants. The overall design approach for all of the dwellings provides continuity and is considered to respect the context of the site location and advice provided by the NPPF.

### *Apartment Blocks*

- 7.28 Policy CS4 of the Core Strategy on the Ebbsfleet to Stone Priority Area promotes the creation of a chain of distinctive and individual but linked communities with built development 'reflecting the varied heritage of the area in order to create a sense of place'. Policy DP2 of the DDPP sets out design principles for Dartford, which includes a response, reinforcement and enhancement of positive aspects of the locality including facilitation of a sense of place and use of materials, which should be sourced locally.
- 7.29 In addition to the standard house types proposed, the applicant has designed six bespoke apartment blocks for the site. In the initial submission, the apartment blocks had been treated as an enlargement of the individual houses. However, the scale of their much larger footprints and elevations created massing and rooflines that did not relate well to the streets on which they sit. EDC officers have sought design improvements to these bespoke blocks, as it is considered that the careful design of these apartment blocks will significantly contribute to the sense of place within the wider development and enhance the perception of identity.
- 7.30 Officers have attempted to assist the applicant in establishing an architectural narrative interpreted from dwellings in the nearby village of Southfleet which demonstrates a local vernacular. The apartment blocks have been subject to a number of revisions by the applicant, to address comments by officers. Revisions include the use of facing brickwork with dark horizontal cladding, to help break up elevations, creating elements, which are keeping with the proportions of the housing element of the scheme. Window recesses and balconies have been used to create depth and visual interest to the façades. Finally, balustrading has been used to balance daylight needs with privacy. The above changes have allowed the applicant to secure a number of additional improvements, including lifts and balconies in all apartment blocks.
- 7.31 Materials across the wider site and have been used to create distinctive character areas which exhibit a unique architectural style and appearance. The proposed palette of materials for this phase comprises of both dark and light stock bricks, slate grey and mixed russet concrete tiles and roughcast finish render in silver pearl to key feature buildings and black weatherboarding on apartment blocks. The strategy for means of enclosure around dwelling boundaries would comprise 1.8m brick walls to areas of the public realm and 1.8m close boarded fencing within rear gardens. A condition has been recommended to secure further details and samples of all materials proposed across the phase.
- 7.32 Although the applicant has not fully addressed all of the detailed design comments from officers, on balance, it is considered that that the designs of the apartments has been elevated and now responds more directly to the local vernacular and the wider site. It is not considered that design of the apartments would result in harm to the character of the area or be incongruous to its surroundings and, on balance, is considered to be acceptable.

### **Landscaping**

- 7.33 The NPPF states that planning decisions should aim to ensure developments are visually attractive as a result of appropriate landscaping (paragraph 58). The application considers the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the area including the area in which it is situated, including the planting of trees, hedges, shrubs or grass. As described in the NPPF a developer is required to provide the appropriate amount and mix of public open spaces and opportunities for sport and recreation can make an important

contribution to the health and well-being of communities, as well as being an important part of the landscape setting and built environment.

- 7.34 At a strategic level the landscape and open space across the site is secured through the outline planning permission and the accompanying S106. The landscape proposals for this phase have been assessed against the approved outline proposals and subsequent discharged conditions, including the site wide Landscape & Open Space Strategy Report and the Ebbsfleet Green Masterplan Strategy. The proposals are generally well designed in accordance with the outline strategies, with attractive landscape proposals to compliment the buildings. The landscape proposals submitted provide a comprehensive hard and soft landscaping scheme, including a landscape strategy, detailed planting plans, landscape specification and management plan. The Landscape Management Plan and Landscape Specification submitted both provide thorough details of the landscape proposals and maintenance regime. The proposals are generally well considered and appropriate to the residential scheme.

### **Flood Risk and Drainage**

- 7.35 The NPPF (paragraph 103) states that Local Planning Authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where it can be demonstrated that the most vulnerable development is located in areas of low flood risk, and where development is appropriately flood resilient and resistant. The wider Ebbsfleet Green site has undergone a significant amount of technical design in respect of drainage. The primary concern in relation to this application is to ensure that any development changes are appropriately provided for within the drainage scheme for the wider site. The drainage officer has reviewed the proposals and has requested that a number of conditions are imposed to secure further details relating to a detailed drainage strategy and maintenance.

### **Noise**

- 7.36 The NPPF (paragraph 123) states that Local Planning Authorities should avoid granting consent for development which would give rise to significant adverse impacts on health and quality of life and should mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development. This is interpreted locally through Policy CS19 which states that new development will be located, designed and constructed to safeguard the amenity of neighbouring properties and avoid adverse environmental impacts from noise, air, odour and light pollution. It is also necessary to consider the appropriateness of the existing environment for the proposed development.
- 7.37 Pursuant to condition 26 of the outline consent, applications for approval of details pursuant to Condition 2 (reserved matters), for those parts of the development identified in the Environmental Statement as requiring noise mitigation shall be accompanied by a mitigation report relevant to that phase. In accordance with the condition, the applicant has submitted a Noise Assessment, which identifies specific noise mitigation measures for the dwellings that are potentially more susceptible to traffic noise from the A2 carriageway and Southfleet Road. The noise report considers the anticipated performance of the acoustic bund and fence, the specification of building façade elements to enable suitable indoor ambient noise levels, in addition to ambient noise levels in gardens.

- 7.38 A 3-D noise model has been constructed to facilitate the assessment of the potential impact of existing environmental noise sources on proposed dwellings at the site. The results from the noise model have been used to predict the ambient road traffic noise levels at the façades of the proposed dwellings in order to specify glazing and ventilator performances to achieve appropriate internal noise levels. The report concludes that appropriate indoor ambient noise levels can be achieved within the proposed dwellings through the proposed noise attenuation that would be safeguarded through a planning condition. It should be noted that the EHO has raised concerns with the noise levels predicted within residential gardens and balconies, which have been found to be slightly higher than anticipated, however these exceedances are only marginal and the layout of the phase and presence of balconies is supported in design terms.

### **Sustainability**

- 7.39 The NPPF sets out the key role planning plays in delivering reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The NPPF also notes that planning supports the delivery of renewable and low carbon energy and associated infrastructure. Core Strategy Policy CS23 requires that all new developments will need to demonstrate reductions in energy use through passive design and layout of development. It also requires that housing developments of 100 units or more are required to achieve at least Level 4 of the Code for Sustainable Homes (CSH) (or its equivalent).
- 7.40 A Sustainability Strategy has been prepared by WSP which seeks to address the requirements of condition 19 (o) and (p) of the outline planning permission. The conditions seek measures to reduce carbon emissions from the development below those of the prevailing Building Regulations and to the equivalent of the former Code Level 4. In addition, it seeks the utilisation of sustainable construction methods, materials and water conservation measures.
- 7.41 The document outlines an assessment of low/zero carbon technologies with regard to photovoltaic panels, solar thermal, wind turbines, biomass boilers, heat pumps and combined heat and power (CHP). The assessment concludes that solar photovoltaic technology is the most appropriate technology for the site with systems located on appropriate roof spaces. It concludes that Phase 3 development can achieve a reduction in the order of 19%, which is the equivalent reduction necessary to meet the former CSH Level 4 standard. The final calculations for meeting local policy targets may need updating as final designs emerge. Furthermore, levels of PV deployment and exact locations may also need to be updated as a result of a number of other factors, including the type of PV technology used, detailed yield calculations and any shading issues. A condition has therefore been recommended to secure an updated Sustainability Strategy once the above details can be confirmed; in addition to details of appearance the PV panels to be used and triggers for their installation.

### **Parking**

- 7.42 Paragraphs 29 and 30 of the NPPF support the favourability of sustainable transport modes and solutions to reduce greenhouse gas emissions and reduce congestion. Policy CS15 of the Core Strategy encourages mixed-use development and close interrelationship between different land uses and the provision of Fastrack to minimise car use and make effective and sustainable use of the transport network. Policy DP3 of the DDPP requires development to be appropriately located to minimise and manage arising transport impacts and DP2 and DP4 promote the

prioritisation of walking, cycling and public transport through clear linkages and permeability.

- 7.43 A number of parking solutions have been integrated into the design of Phase 3, including private driveways, tandem parking and small courtyard parking areas associated with specific residential blocks; however, the majority of the parking is provided on plot. Allocated spaces have been provided to the front of dwellings where possible. Parking for the six apartment blocks on the site have been provided in communal parking courts and on street offering natural surveillance and security. The scheme has undergone an extensive series of iterations to balance the appropriate layout and density against provision of parking.
- 7.44 Parking provision for the site is assessed against Dartford Borough Councils Parking Standards SPD. A breakdown of the required parking provision in accordance with the SPD has been provided below:

Type	SPD Requirement		
<i>Allocated</i>	<i>1 &amp; 2-bedroom flats and houses</i>	<i>(78 units x 1.2)</i>	<b>93.6</b>
	<i>3-bedroom homes</i>	<i>(74 units x 1.5)</i>	<b>111</b>
	<i>4-bedroom homes and more</i>	<i>(53 units x 2)</i>	<b>106</b>
<i>Visitor</i>	<i>3 spaces per 10 homes (in unallocated spaces in communal areas or on-street )</i>		<b>61.5</b>
<i>Van Spaces</i>	<i>1 space per 10 homes (preferably on-street or in secure compounds)</i>		<b>20.5</b>
<i>Total</i>			<b>392.6</b>

Phase 3 proposals include the provision of 402 car parking spaces. A total of 238 spaces have been allocated to private houses (35 additional driveway spaces could potentially be accommodated on plot). An additional 54 spaces have been allocated to private flats, 40 spaces to affordable flats and 12 spaces to affordable houses. The final 58 spaces will be utilised as unallocated visitor spaces. The parking provision across the phase does not expressly follow the breakdown and split set out within the SPD. Although the precise parking split has not been adhered to, on balance it is considered, that any shortfall in visitor parking would not be detrimental to the development. The high provision of on plot parking would mean that visitors to the site would be easily accommodated on plot in the first instance.

#### Van Parking

- 7.45 A number of revisions have been made to the van parking provision for Phase 3, to address comments from officers and consultees. In total, 11 spaces have now been proposed which comply with the sizing requirements for a van space, as set out within Dartford Borough Councils Parking Standards SPD. Three additional spaces (located to the south-west of the phase), also meet the dimensions of a van space, however these were relocated from the adjacent phase (consented under application EDC/16/0113) and therefore should not be counted towards the current van provision. The shortfall of 10 spaces has been identified by the applicants on the submitted plans however these are within regular sized bays. In addition, the applicant has identified approximately 35 driveways across the phase that would be of a large enough size to comfortably accommodate van parking on plot if required.

- 7.46 The applicant has commissioned WSP Parsons Brinkerhoff to undertake a review of local developments to understand the need for dedicated van parking in light of the shortfall of van parking spaces. The van parking survey found that demand for on-street parking for vans, which could not be accommodated in a regular space, to be negligible. The survey found that across four sites of different ages comprising some 1500 dwellings, of the few vans found to be parked on street, none were identified as being so large that they could not be accommodated in standard parallel on-street bays. While the information submitted provides some insight to van parking, there are some weaknesses in the data provided. On balance it is considered that the proposed level of van parking offers sufficient flexibility to users and would be appropriate, considering the site wide provision which is due to be delivered.

#### Cycle Parking

- 7.47 Paragraph 29 and 30 of the NPPF supports sustainable transport modes and solutions to reduce greenhouse gas emissions and to reduce congestion. Policies DP2 and DP4 promote the prioritisation of walking, cycling and public transport through clear linkages and permeability. In order to encourage sustainable development, the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Supplementary details provided by the applicant confirm that each of the six bespoke apartment blocks will have a dedicated secure cycle store providing for 1 cycle space per flat, in accordance with the DBC Residential Parking Standards. A condition has been recommended to ensure delivery of the secure cycle stores prior to occupation of the development.

#### Electric Charging Points

- 7.48 The Dartford Borough Council Parking Standards SPD identifies the importance of providing electrical charging points to all residential dwellings with on-plot parking. The applicants have provided a plan illustrating which properties have electrical charging points. All properties with on-plot parking would benefit from a charging point and further charging points would be provided in communal parking areas serving apartments. Overall 125 electrical vehicle charging points are shown across the phase and a condition is recommended to ensure these are installed prior to the occupation of the dwelling(s) they serve.

#### Heritage

- 7.49 It has been demonstrated with reference to separate submissions to comply with archaeology (conditions 10a, 10b and 11) that the proposals will not adversely impact on any surviving archaeology present on site. It should be noted that the Heritage officer raises no objection to the proposals.

#### Biodiversity and Ecology

- 7.50 The NPPF states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity.
- 7.51 The reserved matters application follows the principles of ecological protection for this parcel established under the indicative plans and strategies of the outline consent and, subject to the implementation of the various strategies; there would be

no significant impact upon ecology. It should be noted that following the submission of additional information, the ecology officer raises no objection to the proposals.

- 7.52 Policy DP25 of the DDPP requires large residential developments located within 10km from the North Kent European Protected sites that are located outside the Borough to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features.
- 7.53 Progress in understanding potential recreational impact in north Kent has enabled a study (the Dartford Study) of the approach that could be taken to protecting European sites in Dartford. The Dartford study sets out a practical approach that the planning authorities in Dartford Borough could incorporate into planning determinations that would enable development proposals to meet regulatory requirements. The principle of a bespoke approach for applicable developments in Dartford Borough, which would be required to undertake a Habitats Regulation Assessment, is confirmed in policy DP25 as set out above.
- 7.54 Consequently, where mitigating measures are not screened out, a tariff of £15 per house is applied in accordance with the Strategic Access Management and Monitoring Strategy (SAMMS). The applicant has confirmed the £3,075 payment will be made and a draft Unilateral Agreement is expected. The scheme is being recommended for approval subject to this being completed.

#### **Condition 19 – Outstanding Issues**

- 7.55 The majority of the submission requirements set out in the outline planning permission have been addressed in the submission of the application. There are however outstanding details which are yet to be agreed, and will therefore be secured by condition. The following points should be noted for the avoidance of doubt:
- 19 (d) Street lighting and street furniture - specific details have not been submitted and a condition is recommended accordingly.
  - 19 (l) External Lighting (Other than street lighting) – It is considered that such details can be submitted for approval prior to first occupation of the development.
  - 19 (m) Public Art – an update to the existing public art strategy has not been submitted with the application and will therefore be conditioned.
  - 19 (n) Television signal receivers – The applicant has confirmed within the planning statement that where required, measures will be taken to facilitate the shared provision of television signal receivers if possible. Details have not been supplied, however it is considered that these can be submitted for approval prior to first occupation.

#### **Crime Prevention**

- 7.56 In accordance with s.17 of the Crime and Disorder Act, due regard has been had to the need to secure design that helps avoid crime. It is considered that the layout and design of the scheme follows these principles in creating a safe and secure environment. It is acknowledged by Kent Police's Crime Prevention Design Advisor that the applicant has considered crime prevention through design which, as stated earlier, includes maximising natural surveillance.

### **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.

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

## **11.0 RECOMMENDATIONS AND CONCLUSIONS**

11.1 The reserved matters do not substantially deviate from the principles and parameters established by the outline planning permission, and where the development proposals do so this has been deemed appropriate. The proposals will not result in harm to the amenity of existing or future residents, the environment or the transport network and will create a mixed and balanced new community. The development would be in accordance with the Development Plan for the Borough and there are no material considerations of sufficient weight that would dictate that the application should nevertheless be refused.

11.2 In considering this application, due regard has been given to all comments and representations received and where possible these have been addressed through negotiation with the applicant. Officers are therefore recommending approval of the scheme in accordance with the presumption in favour of sustainable development conferred upon the Local Planning Authorities by the National Planning Policy Framework (NPPF). The application is therefore recommended for approval subject to the actions and conditions listed above.