

**Agenda Item:** 006

**Reference:** EDC/18/0009

**Site Address:** Land West of Springhead Road (Springhead Park), Springhead Road, Northfleet, Gravesend, Kent

**Proposal:** Application for the approval of Reserved Matters pursuant to outline planning permission reference number 20150155 relating to the erection of 172 residential dwellings in Phase 3 of Springhead Quarter including access, appearance, landscaping, layout and scale, along with associated changes to existing ground levels, the provision of car parking, servicing, utilities, and open space (including allotments, play space and extension of Linear Park).

**Applicant:** Countryside Properties Plc

**Parish / Ward:** Northfleet South

**SUMMARY:**

This reserved matters application would deliver the final phase of development at Springhead Park and approval is sought for the details of the access, layout, scale, appearance and landscaping for 172 residential properties and the associated highway infrastructure, open spaces, parking and servicing.

The application site comprises the remaining undeveloped areas within Springhead Quarter, generally located along the western edge. The proposed scheme would result in a total of 799 homes being located within Springhead. In addition to the residential part of the scheme, this application would also deliver the second phase of the linear park, various pedestrian links, a 'trim trail' play area, reptile receptor site, allotments and an enlarged community car park.

It is considered that the distribution and types of land use proposed accord with the outline planning permission, approved strategies, and updated Springhead Quarter Masterplan. The scheme would follow the design principles established in the Quarter Masterplan and deliver a collection of homes which are complementary to the existing dwellings at Springhead Park but show a design evolution where materials and detailing have led to a contemporary collection of dwellings. The homes meet the nationally described space standard which exceeds policy requirements and the overall level of internal and external amenity is good. The parking provision meets the requirements of the Springhead Quarter Transport Strategy.

The application contains the second phase of the linear park which is part of the Ebbsfleet River Park as identified in the EDC Implementation Framework. It also provides for a collection of allotments together with a shared car parking area.

The scheme is considered to accord with the local development plan policy and meets the objectives of the Ebbsfleet Implementation Framework. The submitted details are therefore considered acceptable and the application recommended for approval subject to approval of the updated Springhead Quarter Masterplan, a series of planning conditions, and the applicant entering into a unilateral undertaking.

## **RECOMMENDATION:**

### **Approval of Reserved Matters subject to the following:**

- (i) Discharge of condition to update the Springhead Quarter Masterplan reference EDC/17/0155;**
- (ii) The applicant entering into a s106 planning obligation to commit to the payment of £41,212.92 (£239.61 per dwelling) towards Strategic Access Mitigation and Management (SAMMS); and**
- (iii) Imposition of the following planning conditions and informatives with delegated authority to the Chief Planning Officer to make minor changes to the wording.**

### Time Limit and Approved Plans

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

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

2. The development hereby permitted shall be carried out in accordance with the following plans and documents and pursuant to any conditions contained hereinafter:

- Drawing No. 2607A-SV01 - Site location plan
- Drawing No. PH3/LP/02 - Location Plan (Blue Land)
- Drawing No. 2607A-SK01 ZH - Site Layout (Colour)
- Drawing No. 2607A-SK02 ZI - Site Layout (Black and White)
- Drawing No. 1485/004 E - Illustrative Landscape Masterplan
- Drawing No. 1485/003 C - Landscape Sections
- Drawing No. 2607A-010 G - Strategy Plan: Building Heights
- Drawing No. 2607A-011 G - Strategy Plan: Unit Mix
- Drawing No. 2607A-014 H - Strategy Plan: Parking Allocation
- Drawing No. 2607A-015 I - Strategy Plan: Refuse Collection
- Drawing No. 2607A-40 B - Private House Type D, 2 Bed 3 Person
- Drawing No. 2607A-41 E - House Type G.1, 2 Bed 4 Person
- Drawing No. 2607A-42 D - House Type G.2, 2 Bed 4 Person
- Drawing No. 2607A-43 E - House Type J, 3 Bed 5 Person
- Drawing No. 2607A-44 B - House Type L, 3 bed 4 Person
- Drawing No. 2607A-45 C - House Type S.1, 3 Bed 5 Person
- Drawing No. 2607A-46 B - House Type S.2, 3 Bed 5 Person
- Drawing No. 2607A-47 D - House Type T, 3 Bed 5 Person
- Drawing No. 2607A-49 C - House Type U, 4 Bed 6 Person
- Drawing No. 2607A-50 C - House Type U, 4 Bed 6 Person
- Drawing No. 2607A-51 H - House Type X1.BA, 4 Bed 8 Person
- Drawing No. 2607A-51A E - Type X1BB House Type, 4 Bed 7 Person
- Drawing No. 2607A-52 G - House Type X1AA, 4 Bed 8 Person
- Drawing No. 2607A-52A C - House Type X2+X1BB, 4 Bed 8 Person
- Drawing No. 2607A-53 H - House Type X2+X1AA, 4 Bed 7 Person
- Drawing No. 2607A-53A D - House Type X2+X1AB, 4 Bed 8 Person
- Drawing No. 2607A-53B A - Type X1.AB House Type, 4 Bed 7 Person

- Drawing No. 2607A-54 B - House Type Faraday, 3 Bed 6 Person
- Drawing No. 2607A-55 B - House Type Faraday, 3 Bed 6 Person
- Drawing No. 2607A-56 A – Type X3 House Type, 4 bed 7 Person
- Drawing No. 2607A-60 D - Apartment Block 3, Plots 167-172
- Drawing No. 2607A-61 C - Apartment Block 1, Plots 1-6
- Drawing No. 2607A-62 A - Apartment Block 2, Plots 161-166
- Drawing No. 2607A-65 - Car Ports, Plans & Elevations
- Drawing No. 2607A-66 A - Bin & Cycle Stores, Plans & Elevations
- Drawing No. 2988/2003/610 C - Springhead Park Phase 3 Preliminary Levels and Volume Analysis
- Drawing No. 29888/2003/014 A - Springhead Park Phase 3 Sections Crossing Site N-S
- Drawing No. 29888/2003/015 - Springhead Park Phase 3 Sections Crossing Site E-W
- Drawing No. 29888/2003/616 A - Springhead Park Phase 3 Sections Through Attenuation Pond
- Heritage Statement: Springhead Phase III, Ebbsfleet Kent by CgMs Consulting dated May 2018 (Ref. LM/24009)
- Phase 3 Trench Phasing Plan June 2018 by CgMs Consulting received 12.06.18
- Drawing No. 29888/2009/019 B - Springhead Park Phase 3 Development Highway Junction & Forward Visibility Splays

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

Prior to Commencement of Earthworks

3. No development, including earthworks, shall take place until an updated Construction Environment Management Plan (CEMP) to cover the earthworks phase of development has been submitted to and approved in writing by the Local Planning Authority. The submitted document shall update the Construction Method Statement submitted with the application and include details of ecological protection in broad accordance with the recommendations set out in the Ecological Mitigation and Management Plan (EMMP) and Combined Ecological and Arboricultural Survey Report, Phase 3 Residential Development, Springhead Park, by Thompson Ecology dated 14.12.17 (Project No.: BCOU112/013/003/001). The earthworks shall thereafter be carried out in accordance with the approved CEMP.

Reason: To prevent impact upon habitat and amenity in accordance with Gravesham Local Plan Core Strategy Policy CS12.

*Informative: For the purposes of this condition, reference to earthworks relates to the approved land raising and re-profiling illustrated on the approved drawings, specifically drawing no.s 2988/2003/610 C, 29888/2003/014 A, 29888/2003/015 and 29888/2003/616 A.*

4. No development, including earthworks, shall take place until further assessments for contamination (in accordance with the CLEA guidelines and CLR 11 methodology) and if necessary an associated remedial strategy, together with a timetable of works, have been submitted to and approved in writing by the Local Planning Authority. The details shall include the following:
  - (i) A site investigation report;
  - (ii) The proposed quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance;

- (iii) Timetable for providing a closure report include details of the proposed remediation works, quality assurance certificates, any post remediation sampling and analysis to show the site has reached the required clean-up criteria and any waste materials that have been removed from the site; and
- (iv) A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation, the proposed monitoring timescale and intervals that reports that demonstrate the effectiveness of the monitoring and maintenance will be submitted to the Local Planning Authority .

The development shall be carried out in accordance with the approved details and where any reports provided show that amendments are needed, revised details shall be submitted to the Local Planning Authority for approval pursuant to this condition.

Reason: To safeguard human health and the natural environment, in accordance with Gravesham Local Plan Core Strategy Policy CS19 and National Planning Policy Framework paragraphs 120 and 121.

*Informative: Further assessments should be made in reference to the following reports provided as part of the application:*

- *Summary of previous works at: Phase 3 Springhead, Ebbsfleet, DA11 8FG by Southern Testing dated 15.01.18 (Ref. PJS/JAC/JMW/J13288)*
- *Stockpile Assessment Report Rev. 1 by Southern Testing dated 23.04.18 (Ref. J13515)*
- *Additional Site Investigation Report by Southern Testing dated 17.05.18 (Ref. J13516)*

5. No development, including earthworks, shall take place within the first trenching phase, the boundary of which is shown on the drawing entitled 'Phase 3 Trench Phasing Plan June 2018' by CgMs Consulting, until the following have been submitted to and approved by the Local Planning Authority:

- (i) a specification and written timetable for archaeological field evaluation works; and
- (ii) further archaeological investigation, recording and reporting, determined by the results of the evaluation.

The details submitted shall be in accordance with the Heritage Statement entitled Springhead Phase III, Ebbsfleet Kent prepared by CgMs Consulting (Ref. LM/24009) dated May 2018. The work shall thereafter take place in accordance with the approved details.

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

6. No development, including earthworks, shall take place within the second trenching phase, the boundary of which is shown on the drawing entitled 'Phase 3 Trench Phasing Plan June 2018' by CgMs Consulting, until the following have been submitted to and approved by the Local Planning Authority:

- (i) a specification and written timetable for archaeological field evaluation works; and
- (ii) further archaeological investigation, recording and reporting, determined by the results of the evaluation.

The details submitted shall be in accordance with the Heritage Statement entitled Springhead Phase III, Ebbsfleet Kent prepared by CgMs Consulting (Ref. LM/24009) dated May 2018. The work shall thereafter take place in accordance with the approved details.

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

#### Prior to Commencement of Development

7. No development, except earthworks, shall take place until a Construction Environment Management Plan (CEMP) to cover the construction phase of development has been submitted to and approved in writing by the Local Planning Authority. The submitted document shall update the Construction Method Statement submitted with the application and include details of mitigation of any intrusive foundation works and temporary construction drainage, including the means by which surface water is to be managed to provide pollution control and avoid any increase to off-site flood risk. The construction shall thereafter be carried out in accordance with the approved CEMP.

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

8. No development, except earthworks, shall commence until a detailed sustainable surface water drainage scheme for the site, broadly according with the Illustrative Drainage Strategy included in Appendix F of the Springhead Park Phase 3, Ebbsfleet, Kent - Flood Risk Assessment and Drainage Strategy Rev. 0 by Peter Brett Associates dated January 2018 (ref. 29888/2023) has been submitted to and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of at an outfall rate not exceeding 7 litres per second per hectare without increase to flood risk on or off-site. The detailed design shall also demonstrate how the design and specification of the proposed attenuation pond will enhance biodiversity. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In order to ensure adequate arrangements for the disposal of surface water and support biodiversity enhancement, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS12 and CS18.

9. No development shall take place over the existing community use car park, constructed under reference no. 20090058 (and as amended by reference no. 20120266), until a replacement car park in the location shown on drawing no. 1485/004 E has been constructed and is available for use in accordance with the details approved pursuant to conditions 10 and 16.

Reason: In order to prevent unacceptable highway impact arising from loss of existing community car parking provision prior to operation of the replacement parking in accordance with Gravesham Local Plan Core Strategy Policy CS11.

Prior to Development above Foundation Level

10. No development above foundation level shall take place until details and samples of materials for the following have been submitted to and approved in writing by the Local Planning Authority:

- (i) External surfaces of the buildings;
- (ii) Hard landscaping together with a management plan;
- (iii) All boundary treatment; and
- (iv) The acoustic fence together with a management plan that shall be in broad accordance with details shown on drawing no. 1485/004 E.

The approved external surfaces, hard landscaping and boundary treatment shall thereafter be installed prior to first occupation or first use of the part of the development to which it relates. The approved acoustic fence shall be installed prior to first occupation of any dwelling.

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

*Informative:*

*The submission pursuant to (i) shall include details of bricks, cladding, balconies and screening, windows, front entrance porches and canopies for all buildings where applicable, including dwellings, cycle stores, bin stores, garages, car ports and the electricity substation and pump house.*

*The submission pursuant to (ii) shall include details of all adoptable and non-adoptable roads, footpaths, cycle-ways, car parking areas, bin collection points, and site for the glass recycling facility. This shall include details of the proposed traffic calming measures.*

*The submission pursuant to (iii) shall include details of all proposed boundary treatments. This shall include provision of a front boundary enclosure to dwellings fronting onto the Springhead Quarter Spine Road and to the perimeter between the western boundary of the residential area and Linear Park. Private boundaries to dwellings are expected to be provided in form of 1.8m height walls to public facing areas and 1.8m fences to other private dwelling boundaries. The boundary treatment to the spine road should be provided in the form of a low wall with railings and the western boundary should be provided in form of a post and rail fence, consistent with earlier phases of development.*

11. No development above foundation level shall take place until the following has been submitted to and approved in writing by the Local Planning Authority:

- (i) A scheme of soft landscaping for the residential area of the development as indicatively shown in drawing no. 2607A-SK01 ZH, including screening of the existing electricity substation;
- (ii) A scheme of soft landscaping for open space areas of the development, the location of the Ebbsfleet Neolithic Site Scheduled Ancient Monument, the allotments, and for the shared car park; together with surfacing details for footpaths and diverted route of Restricted Byway NU20 within the open space areas; as shown on approved drawing no. 1485/004 E.
- (iii) A Landscape Management Plan for the residential and open space areas

referred to in (i) and (ii) above to be in broad accordance with the Landscape Long Term Management Plan (Open Spaces within Development, Springhead Park Phase 3 reference 1485/401 by Murdoch Wickham dated April 2018) and the Landscape Long Term Management Plan (Linear Park, Springhead Park Phase 3 reference 1485/401 by Murdoch Wickham dated April 2018)

- (iv) A timetable for implementation of items (i) and (ii).

Such details shall incorporate the land edged blue shown on drawing no. PH3/LP/02 Location Plan (Blue Land), (excluding highway infrastructure of the Spine Road and Springhead Bridge), and include the type, quantity, size and species of planting to be provided and include measures to promote biodiversity enhancement in broad accordance with the recommendations set out in the Ecological Mitigation and Management Plan (EMMP) and Combined Ecological and Arboricultural Survey Report, Phase 3 Residential Development, Springhead Park, by Thompson Ecology dated 14.12.17 (Project No.: BCOU112/013/003/001). All planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented in accordance with the agreed timetable. Any trees, plants or grass that die, are damaged, removed or become diseased within five years from the date of first planting shall be replaced with a species of a similar size and species during the next available planting season, unless the Authority gives written consent to any variation.

Reason: Pursuant to condition 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality, and enhance the ecological and biodiversity value of the site, in accordance with Gravesham Local Plan Core Strategy Policies CS12, CS13 and CS19 and National Planning Policy Framework paragraph 118.

12. No development above foundation level shall take place until an external lighting scheme for the following has been submitted to and approved in writing by the Local Planning Authority:

- (i) Roads proposed for public adoption by the Local Highway Authority
- (ii) Private roads, shared driveways and home zones
- (iii) Public open spaces and allotments
- (iv) Community car park

The scheme should include details to enable assessment of (a) the relationship to any existing/proposed trees, (b) the impact of any existing, approved or proposed residential properties (detailing light spill measured as a vertical luminance) and (c) the impact on commuting bats including mitigation where necessary. The lighting shall thereafter be installed in accordance with the approved details prior to first occupation of the part of the development to which it relates.

Reason: To safeguard conditions of residential and visual amenity in accordance with Gravesham Local Plan Core Strategy Policy CS19.

*Informative: The lighting report shall include suitable predictions of light intrusion on the vertical plane demonstrating:*

- a) The source intensity at light sensitive properties' windows (the maximum source intensity to be seen by looking at any of the development's lights)*
- b) The vertical illuminance at light sensitive properties' windows (how much light falls onto a window).*

*The lighting report should state how the light intrusion predictions compare to those given in Table 2 of The Institution of Lighting Engineers (ILE) Guidance Notes for the Reduction of Obtrusive Light.*

Prior to First Occupation or Use

13. No dwelling hereby approved located within the first trenching phase as defined on drawing entitled 'Phase 3 Trench Phasing Plan June 2018' by CgMs Consulting shall take place until the following have been submitted to and approved in writing by the Local Planning Authority:

- (i) a programme and timetable of archaeological post excavation and publication work; and
- (ii) details of proposed heritage interpretation including timetable for implementation.

The details submitted shall be in accordance with the Heritage Statement entitled Springhead Phase III, Ebbsfleet Kent prepared by CgMs Consulting (Ref. LM/24009) dated May 2018. The work shall thereafter take place in accordance with the approved details.

Reason: To ensure that archaeological remains and features of archaeological interest are properly recorded and published, and to provide heritage interpretation in accordance with Gravesham Local Plan Core Strategy Policy CS20 and National Planning Policy Framework paragraph 131.

14. No dwelling hereby approved located within the second trenching phase as defined on drawing entitled 'Phase 3 Trench Phasing Plan June 2018' by CgMs Consulting shall take place until the following have been submitted to and approved in writing by the Local Planning Authority:

- (i) a programme and timetable of archaeological post excavation and publication work; and
- (ii) details of proposed heritage interpretation including timetable for implementation.

The details submitted shall be in accordance with the Heritage Statement entitled Springhead Phase III, Ebbsfleet Kent prepared by CgMs Consulting (Ref. LM/24009) dated May 2018. The work shall thereafter take place in accordance with the approved details.

Reason: To ensure that archaeological remains and features of archaeological interest are properly recorded and published, and to provide heritage interpretation in accordance with Gravesham Local Plan Core Strategy Policy CS20 and National Planning Policy Framework paragraph 131.

15. No dwelling hereby approved shall be occupied until the approved surface water drainage scheme to service it has been installed and the following documents have been submitted to and approved in writing by the Local Planning Authority:

- (a) a Verification Report to demonstrate the suitable installation of the surface water drainage system insofar as it relates to the dwelling or dwellings to be occupied. The report shall be carried out by a suitably qualified professional and shall contain information and evidence (including photographs) of earthworks; details and locations of inlets, outlets and control structures; extent of planting; details of materials utilised in construction including subsoil, topsoil, aggregate and membrane liners; full as built drawings; and topographical survey of 'as constructed' features.
- (b) A Maintenance and Management Plan for the surface water drainage system including the following information:



- (i) A description of the drainage system and its key components;
- (ii) The proposed general arrangement plan with the location of drainage measures and critical features clearly marked;
- (iii) Details of the future maintenance requirements of each drainage or SuDs component, and the frequency of such inspections and maintenance activities;
- (iv) Details of who will undertake inspections and maintenance activities, including 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.

The drainage scheme shall subsequently be maintained in accordance with these approved maintenance details.

Reason: In order to ensure adequate arrangements for the disposal of foul and surface water and the ongoing efficacy of the surface water drainage provisions, in accordance with Gravesham Local Plan Core Strategy Policy CS18.

16. Prior to first use of the shared car park hereby approved, as shown on drawing no. 1485/004 E, details of the locations, form and depth of ducting to enable future provision of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved ducting shall be installed prior to first use of the shared car park.

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

17. Prior to first use of the shared car park hereby approved, as shown on drawing no. 1485/004 E, a Management Plan for use of the shared car park and details of the car park barrier or other means of controlling access to it, shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include a mechanism for ongoing review of its effectiveness. The shared car park shall thereafter be managed in accordance with the approved document at all times that it is in operation.

*Informative: The Management Plan is expected to include a mechanism for enabling regular reviews of the effectiveness of the measures put in place by the operator, to ensure the efficient operation of the shared car park to maximise its benefit to the local community including existing and proposed public facilities and buildings within Springhead Quarter. The review mechanism shall specify the frequency of reviews, the duration of the review period (to cover a period of not less than 5 years from the date of first use) and the procedure for approving the review documents that should require submission of documentation to the Local Planning Authority for approval to determine whether additional measures require implementation.*

#### Prior to Installation on Site

18. Prior to first use of the section of Linear Park open space hereby approved, the following components of the Linear Park shall be installed in accordance with details to be submitted to and approved in writing by the Local Planning Authority:

- (i) 'Trim Trail' play equipment, as indicated on drawing no. 1485/004 E, with commentary explaining how the design has been informed by the heritage of the site; and

- (ii) Street furniture, including benches, bins, bollards and signage.

Reason: To ensure a high quality and appropriate type of play equipment to meet the needs of occupiers of the development in accordance with Gravesham Local Plan Core Strategy Policy CS19, and to provide heritage interpretation in accordance with Gravesham Local Plan Core Strategy Policy CS20.

*Informative: The outline planning permission requires the provision of 6 hectares of public open space by occupation of 450 dwellings, and a fourth local play area to be completed and available for use by occupation of 625 dwellings.*

19. Prior to construction of the allotments, details of their form and layout and associated parking area, pathways, and screening/treatment of the pump house shown on drawing no. 1485/004 E, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a management plan to establish the responsibility for long term management of the allotment site throughout its lifetime. The allotments shall thereafter be constructed and managed in accordance with the approved details at all times.

Reason: To ensure that adequate allotment facilities are available to meet the needs of the occupiers of the development in accordance with Gravesham Local Plan Core Strategy Policy CS12.

*Informative: The outline planning permission requires the first allotment site to be completed and available for use by occupation of 700 dwellings.*

#### Compliance Conditions

20. The applicant shall undertake a watching brief during construction in case any unexpected contamination issue is encountered. Should the applicant identify any potential contamination not previously identified within the geotechnical reports during construction, the Local Planning Authority should be informed as soon as practical and the work shall not continue until written agreement is provided by the Local Planning Authority as to the appropriate measures to be taken to resolve the matter and they are satisfied that those measures have been carried out.

Reason: To safeguard human health and the natural environment, in accordance with Gravesham Local Plan Core Strategy Policy CS19 and paragraphs 120 and 121 of the National Planning Policy Framework.

21. The development shall ensure the provision of pedestrian visibility splays as illustrated on Drawing No. 29888/2009/019 B. Thereafter, notwithstanding the provisions of Article 3 of and Part 2 Class A of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or in any equivalent Class in any Order revoking or re-enacting that Order, no boundary wall, fence, or other means of enclosure or obstruction shall be erected or placed within the approved pedestrian visibility splays.

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

22. The development shall incorporate the noise attenuation measures laid out in Figure 10 of the Acoustic Assessment prepared by Grant Acoustics dated 20 June 2017 (reference GA-2014-0046-R1-Ph3) and the approved works shall be carried out in full prior to first occupation of each applicable dwelling.

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

23. The areas shown on drawing no. 2607A-014 H as vehicle parking space / garaging / car port shall be provided, surfaced and drained, prior to the occupation of the dwelling to which it relates. Thereafter the parking spaces shall be kept available for such use and no development (including fitting of doors or other means of enclosure to car ports), whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015, or any order amending, revoking or re-enacting that Order, shall be carried out on the land so shown or in such a position as to preclude vehicular access to this reserved parking space and garaging. The visitor parking spaces shall be clearly demarcated and remain unallocated at all times.

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

24. The cycle, bin stores, and refuse collection points shown on drawing no.s 2607A-SK02 ZI, 2607A-66 A, and 2607A-015I and shall be constructed, furnished, secured, and made available for use prior to occupation of the dwellings to which they relate. Thereafter, they shall be kept secure and available for such use at all times.

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

25. Notwithstanding the provisions of Article 3 of and Part 1 Classes A, B, C, and D of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or in any equivalent Class in any Order revoking or re-enacting that Order, no enlargement, improvement or other alteration of the dwellings hereby permitted, including an addition or alteration to the roof or the construction of a porch outside any external door, shall be carried out without the prior written permission of the Local Planning Authority having first been obtained.

Reason: In order to maintain a good standard of design to ensure the proper planning of the area in accordance with Gravesham Local Plan Core Strategy Policy CS19.

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

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

## Informatives

### Statement of 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/ agent was provided with pre-application advice;
- The applicant/ 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 agreed timescale.

### Supporting Documents and Indicative Illustrations

The following documents have been referred to for reference only in support of the application:

- Construction Method Statement, Springhead Phase 3 by Countryside Properties dated 03.03.18
- Summary of previous works at: Phase 3 Springhead, Ebbsfleet, DA11 8FG by Southern Testing dated 15.01.18 (Ref. PJS/JAC/JMW/J13288)
- Stockpile Assessment Report Rev. 1 by Southern Testing dated 23.04.18 (Ref. J13515)
- Additional Site Investigation Report by Southern Testing dated 17.05.18 (Ref. J13516)
- Drawing No. SURV1185 K - Topographical Survey Sheet 1 of 2
- Drawing No. SURV1185 K - Topographical Survey Sheet 2 of 2
- Services Review, Phase 3 Springhead quarter by WERM Ltd dated January 2018 (Ref. P1928-R03-91-24 Rev -) with appended Existing Utility Plans (BT Openreach, GTC, UKPN, TW, SGN)
- Springhead Park Phase 3, Ebbsfleet, Kent - Flood Risk Assessment and Drainage Strategy Rev.0 by Peter Brett Associates dated January 2018 (ref. 29888/2023)
- Ecological Mitigation and Management Plan (EMMP) and Combined Ecological and Arboricultural Survey Report, Phase III Residential Development, Springhead Park Rev.1 by Thomson Ecology dated 14.12.17 (Ref. BCOU112/013/003/001)
- Drawing No. 2607A-016 H - Strategy Plan: Boundary Treatments and Conditions
- Drawing no. SPH/3/SFP/01 B – Surface Finishes Plan Sheet 1
- Drawing no. SPH/3/SFP/02 B – Surface Finishes Plan Sheet 2
- Drawing no. SPH/3/SFP/03 B – Surface Finishes Plan Sheet 3
- Landscape Long Term Management Plan – Linear Park, Springhead Park Phase 3 by Murdoch Wickham dated April 2018 (reference 1485/401)
- Landscape Long Term Management Plan - Open Spaces within Development, Springhead Park Phase 3 by Murdoch Wickham dated April 2018 (reference 1485/401)
- Assessment of Noise on the Proposed Residential Development Phase 3 by Grant Acoustics dated 20.06.17 (Ref. GA-2014-0046-R1-Ph3)
- RE: Springhead Park, Phase 3, Springhead Road, Ebbsfleet, Kent – Response to EHO Comments Regarding Noise Report by Grant Acoustics dated 19.02.18 (Ref. GA-2014-0046-L1-RevA)
- Springhead Park, Phase 3, Springhead Road, Ebbsfleet, Kent – Response to EHO Comments Regarding Noise by Grant Acoustics dated 23.03.18 (Ref. GA-2014-0046-L2)
- Email dated 10.05.18 from Grant Acoustics entitled ‘Springhead Phase 3 - GBC Re-consultation comments’ (Clarification on noise levels)
- Springhead Park, Northfleet Odour Impact Assessment Report by Peter Brett Associates dated January 2018 (Ref. 29888/01001)

- Springhead Phase 3 Response to Peer Review Comments by Peter Brett Associates dated 05.04.18 (Ref. 29888/TN03)
- Road Safety Audit Stage 1 - Revised, Springhead Phase 3 Residential Development by Road Safety Answers dated 22.05.18 (Ref. 037A)
- Email dated 08.06.18 from MLM Group entitles 'Revised RSA Response' (Designer's Response to RSA Stage 1)
- Email dated 04.06.18 from MLM Group entitled 'Springhead Phase 3 - Remaining Documents and Consultations' (Confirmation of Phase 3 Design Speed)
- Springhead Park, Phase 3 - Reserved Matters Application – Transport Note by Peter Brett Associates dated 17.04.18 (Ref. 29888-5505-6969)
- Drawing No. 29888/2009/016 A - Springhead Park Phase 3 Development Vehicle Swept Path Analysis Large Refuse Vehicle
- Drawing No. 29888/2009/017 A - Springhead Park Phase 3 Development Vehicle Swept Path Analysis Fire Tender Vehicle
- Drawing No. 29888/2009/018 A - Springhead Park Phase 3 Development Vehicle Swept Path Analysis Luxury 4x4 Vehicle
- Parking Beat Survey by Peter Brett Associates dated 16.02.17 (Ref. 29888-5503)
- Springhead Park Phase 3 - Parking Schedule Rev.A received 07.06.18
- Parking Provision at Eastgate dated January 2018
- Eastgate Parking Survey Jan-May 2018 received 21.05.18
- Drawing No. 2607A-30 D - Street Elevations A1A1, A2A2, A3A3
- Drawing No. 2607A-31 D - Street Elevations A4A4, BB
- Drawing No. 2607A-32 D - Street Elevations CC, D1D1
- Drawing No. 2607A-33 D - Street Elevations D2D2, D3D3
- Drawing No. 2607A-34 D - Street Elevations EE, FF, GG
- Drawing No. 2607A-35 A - Street Sections, Indicative Site Sections
- Drawing No. 2607A/SK10\_A - Illustrative photo montage view 6
- Drawing No. 2607A/SK10\_B - Illustrative photo montage view 6
- Drawing No. 2607A/SK11 - Illustrative photo montage view 4
- Drawing No. 2607A/SK12 – Illustrative perspective view from north
- Drawing No. 2607A/SK13 – Illustrative perspective view from south
- Drawing No. 2607A/SK16A – Illustrative perspective view from south-east
- Design & Access Statement by BDB Design dated January 2018
- Design Rationale by BDB Design dated 22.05.18
- Planning Statement by Phase 2 Planning & Development Ltd dated January 2018 (Ref. C12004)
- Springhead Phase 3 – Accommodation Schedule Rev E dated 12.03.18
- Cover Letter by Phase 2 Planning & Development Ltd dated 17.04.18
- Statement of Community Involvement by Phase 2 Planning Ltd dated January 2018 (Ref. C12004)

#### Deviations 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.

#### Outline Planning Conditions

For the avoidance of doubt, and to avoid the need for duplicate approvals, this decision notice and the conditions contained herein are considered to satisfactorily address the requirements of the following planning conditions attached to outline planning permission

reference no. GR/20150155:

- Condition E7 (d) and (f) – Landscaping and Maintenance
- Condition E10 - Noise Mitigation Measures
- Condition H4 - Boundary Enclosures
- Condition H5 - External Materials
- Condition H6 - Surface Finishes

#### Kent County Council Highways

It is the responsibility of the applicant to ensure, before the development 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.

The development hereby permitted requires works to be undertaken in the public highway adjacent to the site. Prior to starting work you must first contact KCC Highways and Transportation on 03000 0418181 to ascertain what work is required and the procedure to be followed to progress this to completion. All materials to be used in the construction of adoptable highways (including footways and adoptable parking areas) must be separately approved by the Agreements Team of KCC Highways.

#### 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. This will enable a proper consideration of available options in order that the optimum solution can be determined.

#### Kent County Council Public Rights of Way

KCC Public Rights of Way offer the following comments for information:

- No furniture, fence, barrier or other structure may be erected on or across the Public Right of Way without the express consent of the Highway Authority.
- There must be no disturbance of the surface of the Public Right of Way, or obstruction of its use, either during or following any approved development without the express consent of the Highway Authority.
- No hedging or shrubs should be planted within one metre of the edge of the Public Right of Way.
- Please also make sure that the applicant is made aware that any planning consent given confers no consent or right to close or divert any Public Right of Way at any time without the express permission of the Highway Authority.
- No Traffic Regulation Orders will be granted by KCC for works that will permanently obstruct the route unless a diversion order has been made and confirmed. If the applicant needs to apply for a temporary traffic regulation order whilst works are undertaken, six weeks' notice is required to process this.

#### Materials Re-Use

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. The Environment Agency recommends that developers should refer to:

- the Position statement on the Definition of Waste: Development Industry Code of Practice and;
- The Environmental regulations page on GOV.UK

Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to the Hazardous Waste pages on GOV.UK for more information.

#### 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.

## **1.0 SITE CONTEXT**

### *Background*

- 1.1 Springhead Park falls within the Ebbsfleet Central Strategic Development Area as identified in the EDC Implementation Framework. The Ebbsfleet Valley development as a whole across all four quarters would comprise a mix of employment, residential, hotel, leisure, supporting retail and community uses together with provision of open space, roads and infrastructure. The principle of residential-led development within Springhead Quarter, together with supporting community uses, open space, roads

and infrastructure, has been established through the revised outline planning permission reference no. 20150155.

- 1.2 A number of strategies and frameworks were also approved under the outline permission, including the Ebbsfleet-Wide and Springhead Quarter Transport Strategy, Ebbsfleet-Wide and Springhead Archaeological Framework, Ebbsfleet-Wide Environmental Management System and Ebbsfleet-Wide Construction Code of Conduct. These strategies set parameters that Reserved Matters should be considered against.
- 1.3 In accordance with the 2008 update to the Springhead Quarter Masterplan (QMP), reserved matters details have been approved for a large proportion of Springhead Quarter, including 627 dwellings (phases 1, 2A and 2B), a combined community centre and place of worship (Eastgate), a primary school, a local park, 3no. local play areas and 1no. neighbourhood play area, spine road, and the Springhead Bridge. With the exception of linear park phase 1 and the primary school these are all either completed or currently under construction. Further revisions to the QMP were submitted to EDC in January 2018 to reflect the mix of development for Springhead Quarter approved by the 2016 outline planning permission. These revisions are currently pending determination.
- 1.4 Three reserved matters applications for the first phase of the development were submitted to and approved by Gravesham Borough Council (GBC) in 2006, covering (i) the new Springhead Road junction (ii) the first phase of the Spine Road, and (iii) the first 388 residential units. Through subsequent amendments to the scheme design, the number of residential units in Phase 1 has subsequently reduced to 378.
- 1.5 A reserved matters application for the second stage of the Spine Road was approved by GBC in April 2009. Only the community car park and part of the public square were implemented (and completed). Parallel reserved matters applications for construction of the "Springhead Bridge Link" were also approved by GBC and DBC in April 2009 as the proposals fall within both administrative areas.
- 1.6 Reserved matters for a combined community centre and place of worship were approved by GBC in 2010, with subsequent amendments approved by GBC in 2011 and 2014. The building (now known as the Eastgate Centre) officially opened on 06 December 2013. Two single storey side extensions were approved by EDC in 2017 for which construction is expected to commence shortly.
- 1.7 Reserved matters for Phase 2A, comprising of 123 residential units, and the southern section of the Linear Park, were approved by GBC on 14 November 2011. However this application was not implemented at that time due to issues of viability and work on site ceased in 2012. Following a variation to the outline permission and a variation of the Phase 2A approval construction recommenced on site in April 2016. Revised landscaping proposals for the southern section of linear park were approved by EDC in September 2016.
- 1.8 Reserved matters for Phase 2B located at the south east of Springhead Quarter, comprising of 126 residential units, was approved by EDC in August 2017 and construction commenced in October 2017.
- 1.9 In November 2017, reserved matters for the 2FE Primary School, a new reserved matters application for parts of the second stage of the spine road which had not yet been implemented, and revisions to both Springhead Bridge consents were approved by EDC. These approved an enlarged school site in place of the bus gate and



segregated route previously approved as part of the 2009 spine road proposals, and minor amendments to the bridge link design. The Spine Road stage 2 and Springhead Bridge are currently under construction, the Primary School construction has not commenced however ownership of the site was transferred in 2017 to Kent County Council as Local Education Authority.

- 1.10 To date, approximately 374 dwellings have been completed within Springhead Quarter. These include 94 affordable dwellings within Phase 1A, and 17 within Phase 2A. A further 14 affordable dwellings are consented for Phase 2A and currently under construction, bringing the total affordable provision at Springhead Quarter to 125 dwellings.

#### *Springhead Quarter Phase 3 Application Site*

- 1.11 The application site, subject of this reserved matters submission, comprises an area of 4.21 hectares within the north-western section of Springhead Quarter. The site is bounded by the River Ebbsfleet and High Speed 1 (HS1) railway line to the west, Northfleet Wastewater Treatment Works (NWWTW) to the north, Springhead Primary School site to the east, and to the south, Eastgate Community Centre, residential Phase 2A and Linear Park Phase 1.
- 1.12 Part of the application site has been used for stockpiling excess material from earlier phases, some of which has been removed along with vegetation clearance. The larger western part of the application site slopes down towards the River Ebbsfleet. Some vegetation remains within the northern site area lying between the NWWTW and spine road stage 2. To the south east of the site is the current community car park with the area around the existing electricity substation made available by the applicant to the community centre operator to use for additional car parking. A compound used for temporary site offices, parking area, and storage of building materials in connection with construction activities at Springhead Quarter lies directly south of this.
- 1.13 Public Footpath NU14 crosses underneath the HS1 line and enters the application site from the west, runs northwards through western edge of the site, past Springhead Bridge and then leaves the site in the north past the NWWTW. Restricted Byway NU20 runs along northern edge of residential Phase 1A and enters the application site from the east, crosses the spine road stage 2 and continues through the site to join Public Footpath NU14. A permissive path provides a pedestrian link along the northern site area connecting with Public Footpath NU14 and Restricted Byway NU20.

## 2.0 Proposal

- 2.1 This application seeks to conclude development at Springhead as it covers most of the remaining land within the Quarter. Consent is sought for the details of the access, layout, scale, appearance, and landscaping for 172 residential properties, and the associated highway infrastructure, open spaces, parking and servicing (including bin and cycle stores).
- 2.2 The proposed unit mix is 18no. 2 bedroom apartments, 1no. flat over garage (FOG) unit, 14no. 2 bedroom houses, 124no. 3 bedroom houses and 15no. 4 bedroom houses. The proposed parking provision is 1 surface space per apartment and 2 spaces per house and for the FOG. The parking would be provided within surface parking, car ports, and integral garages.

2.3 In addition to the residential area, consent is sought for details of allotments, the replacement community car park, a site for glass recycling facility, and public open space including a diversion route for Restricted Byway NU20. A larger area of informal public open space would be provided within Linear Park phase 2 which would be sited directly west of the residential area, within which a 'trim trail' play area is proposed in addition to incorporating Public Footpath NU14, other pedestrian paths, and a reptile receptor site.

2.4 The application comprises the following documents:

- Site Layout Plans
- Landscape Masterplan
- Strategy Plans – Building Heights, Unit Mix, Parking Allocation, Refuse Collection and Boundary Treatments
- House Type Drawings including floor plans and elevations for all apartments and houses, carports, cycle/bin stores
- Surface Finishes Plans
- Landscape Long Term Management Plans
- Street Scenes
- Street, Site and Landscape Sections
- Illustrative Photomontages and Perspectives
- Design & Access Statement and Design Rationale
- Construction Method Statement
- Ground Condition Summary, Stockpile Assessment Report and Additional Site Investigation Report
- Topographical Survey Plans
- Preliminary Levels and Volume Analysis
- Services Review and Utilities Asset Plans
- Flood Risk Assessment and Drainage Strategy
- Ecological Mitigation and Management Plan (EMMP) and Combined Ecological and Arboricultural Survey Report
- Heritage Statement with appended Written Scheme of Investigation for Archaeological Evaluation
- Phase 3 Trench Phasing Plan
- Noise Assessment, Update Notes, Clarification on noise levels
- Odour Impact Assessment Report and Response to Peer Review Comments
- Road Safety Audit Stage 1, Designer's Response, Confirmation of Design Speed
- Highway Junction & Forward Visibility Splays
- Transport Note
- Swept Path Analysis Drawings
- Parking Beat Survey
- Eastgate Parking Provision Statement and Parking Survey
- Planning Statement
- Statement of Community Involvement

#### Procedural Note

2.5 This application for Reserved Matters in Phase 3 has been submitted concurrently with an application to update the Springhead Quarter Master Plan (QMP) under reference EDC/17/0155. The QMP update is sought to enable the development proposed in the Phase 3 Reserved Matters in place of that previously approved in the 2008 QMP. Since Reserved Matters applications are required by condition C5 of the Outline Planning Permission to be in accordance with a QMP, it would be necessary

for the QMP update to be approved prior to this Reserved Matters application being approved as reflected in the recommendation.

- 2.6 In procedural terms this would be dealt with by ensuring a committee resolution is made on the QMP update application in advance of a committee resolution being made on the Reserved Matters application. Thereafter, as set out in the recommendation, in the event of approval, the approval of Reserved Matters would be issued following issue of the QMP update decision.

### **3.0 RELEVANT PLANNING HISTORY**

#### Outline Permission and Strategies

- 3.1 20150155 Section 73 application for the variation/deletion of the following planning conditions of outline planning permission 20120186 (which itself was a variation of the original outline planning permission reference 19960035).  
Approved 24.02.16 by EDC subject to conditions and Section 106 Agreement Deed of Variation
- 3.2 20150217 Application for the approval of amendments to the Ebbsfleet wide Transport Strategy and replacement Springhead Quarter Transport Strategy  
Approved 24.02.16 by EDC
- 3.3 Other Ebbsfleet-wide and strategies, including Construction Code of Conduct, and Archaeological Framework were approved 06.10.2004 by GBC under reference 20030660. Springhead Quarter Strategies, including the Landscape Scheme were also approved under the same permission.

#### Quarter Masterplan and Strategies

- 3.4 20080843 Application for approval of condition C6(a)(b) & (c) of planning permission reference number GR/1996/35 relating to the updating of the Springhead Quarter Masterplan.  
Approved 15.01.09 by GBC
- 3.5 EDC/17/0155 Application for approval of condition C6(a)(b) & (c) of planning permission reference number 20150155 relating to the updating of the Springhead Quarter Masterplan.  
Application pending consideration

#### Reserved Matters and other approvals

- 3.6 20151220 Application for minor material amendment to reserved matters approval reference number 20110606 (Phase 2A of Springhead Park and comprising the erection of 123no. dwellings)  
Approved 24.02.16 by EDC subject to conditions
- 3.7 ECC/16/0012 Application for the approval of reserved matters

pursuant to outline planning permission reference number 20150155; in respect of landscaping proposals for Linear Park (Phase 1).

Approved 19.09.16 by EDC subject to conditions

- 3.8 EDC/17/0010 Erection of two single storey side extensions incorporating wc's, activity spaces, kitchen facilities and storage with multiple separate access points, relocation of cycle parking and alterations to external areas (Eastgate community centre and place of worship)  
Approved 20.03.17 by EDC subject to conditions
- 3.9 EDC/17/0049 Application for the approval of reserved matters for 126 residential dwellings in Phase 2B of Springhead Quarter.  
Approved 31.08.17 by EDC subject to conditions
- 3.10 EDC/17/0111 Application for the approval of Reserved Matters for siting, design, external appearance, means of access, and landscaping relating to a proposed two form entry primary school and nursery in Springhead Quarter.  
Approved 07.11.17 by EDC subject to conditions
- 3.11 EDC/17/0092 Application in respect of reserved matters for extension of Springhead Parkway (Springhead Spine Road Stage 2)  
Approved 08.11.17 by EDC subject to conditions
- 3.12 EDC/17/0098 Application for the variation of approved plans attached to planning permission reference no. GR/20090057 (as stated on decision notice for EDC/17/0013) (Springhead Bridge Link)  
Approved 17.11.17 by EDC subject to conditions

#### **4.0 PUBLICITY**

4.1 Neighbour notification letters were sent to 63 local residential addresses within Springhead Quarter, in addition to adjacent community and commercial uses. The application was also advertised on site via 6no. site notices and publication in a local newspaper (Gravesend Reporter) as a:

- Major Development Proposal
- Development affecting a Public Right of Way
- Development affecting the setting of a Scheduled Monument.

4.2 In addition notification was sent to Gravesham Borough Council Northfleet South Ward Members, Cllr John Burden, Cllr John Loughlin, and Cllr Narinder Singh Thandi.

#### **5.0 REPRESENTATIONS**

5.1 At the time of publishing this report no written representations had been received.

## 6.0 CONSULTATION RESPONSES

6.1 The following bodies and organisations were consulted on the application:

- Gravesham Borough Council (GBC)
  - Planning
  - Environmental Health
  - Housing
  - Highway Development/ Engineering
  - Operational Services/Waste
- Dartford Borough Council Planning (As adjoining authority)
- Kent County Council (KCC)
  - Ecology
  - Education/ Libraries
  - Heritage
  - Highways and Transportation
  - Lead Local Flood Authority
  - Public Rights of Way
- Dartford and Gravesham Ramblers Association
- Environment Agency
- High Speed 1
- Historic England
- Kent Fire and Rescue Services
- Kent Police Crime Prevention Design Advisor
- Kent Wildlife Trust
- National Grid Plant Protection
- Natural England
- Network Rail
- Southern Water
- Swanscombe and Greenhithe Town Council
- UK Power Networks

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

### GBC Planning

(04.04.18) Acknowledge and accept that the details conform generally to the revised outline permission, masterplan principles and updated Springhead QMP. No adverse comments in relation to form and density of development subject to EDC being satisfied that the quality of development is equal to and consistent with earlier phases. Note that no phasing document has been submitted so is unclear how open space and replacement car parking for Eastgate will be provided or made available, loss of the current Eastgate shared/ overspill parking in advance of the replacement car park could result in traffic congestion and on street parking problems. Note that the revised outline permission varied affordable housing provision so that this has already been met with 125 affordable units provided on previous phases, and that the s106 agreement allows for a review between the 425 and 500 occupations on site. Consider it imperative this review is undertaken as provision of 172 dwellings without affordable housing provision would not represent a mixed or balanced community.

(04.05.18) No objection in principle to development subject to previous comments dated 04.04.18 and additional GBC internal consultee comments (Highways Development, Environmental Protection and Waste Services).

(30.05.18) No objection. Noted other new documents submitted since ground investigation reports published on 18.05.18 and EDC are asked to consider additional GBC Highways Development comments.

*EDC Officer Comment: A planning condition is recommended to require provision of the replacement community car park prior to removal of the existing community parking. The total number of occupied properties in Springhead Quarter has not yet reached that stated in the s106 agreement to trigger requirement for the first affordable housing viability review.*

#### GBC Environmental Health - Odour

(29.01.18) The service does not have capacity to rigorously assess the conclusions contained within the odour impact assessment submitted in the application. Given potential impact of odour on this proposal consider EDC would need to employ a specialist consultant to independently appraise the odour report. Southern Water should also be formally consulted on this matter. Raise general point that all dwellings should lie outside of the 1.5 OUE/m<sup>3</sup> contour.

*EDC Officer Comment: An independent odour consultant was instructed by EDC to carry out a review of the submitted odour assessment, in lieu of Environmental Health comments.*

#### GBC Environmental Health - Noise

(29.01.18) The height of the noise bund to north and north eastern site boundary should be confirmed and noise report, which states a range between 2.5m and 4.5m, updated to reflect the actual proposed height. Raise concern that the BS4142 assessment carried out shows plant noise levels from the adjacent waste water treatment works and haulage depot indicated as +5dB(A) above background level during the day, and +9dB(A) during night, and despite mitigation measures in place the area will have poor amenity affected by constant noise all of the time. The assessment also shows a likelihood of existing businesses being impacted. Consider that the design of the development with housing facing the wastewater treatment works and haulage depot should be reviewed to avoid the identified impact. Two rumble strips appear to be along the adjacent spine road, which have not been taken account of in the noise assessment and noise from these will need to be modelled.

(02.03.18) Comments provided in response to acoustic update note prepared by the applicant. Details of the acoustic screening should be conditioned to ensure it is built as per the noise report. It is considered on balance that daytime noise levels can be accepted. Night time noise levels remain concern where predicted to be an excess externally of +9dB(A) above background noise level, which in terms of BS4142 is an adverse to significant impact. The solution of achieving satisfactory noise levels by closing windows and mechanical ventilation is typically for high density urban environments, and Phase 3 is not such a development site. Details of traffic calming will need to be conditioned to ensure noise from this does not become an issue.

(04.05.18) Comments provided in response to further acoustic update note prepared by the applicant. Previous comments provided on 02.03.18 remain relevant including that predicted night-time noise levels represent an adverse to significant impact.

*EDC Officer Comment: Clarification was received from the applicant that enhanced glazing with trickle ventilation is proposed to units closest to the noise source, not mechanical ventilation. Night time noise and traffic calming is discussed further in the appraisal section of this report.*

### GBC Environmental Health – Contaminated Land

(09.02.18) Based on review of the submitted letter from Southern Testing dated 15.01.18, advise that the wider area has been subject of various stages of investigation over the past few years and information is relevant to Phase 3. As detailed in section 10 of the letter, further specific works are still required, and pre-commencement condition recommended for a contaminated land assessment.

(30.05.18) Although the additional information is useful, recommendations in the submitted reports are still made for further works. Previous recommendations in response dated 09.02.18 for full condition therefore remains unchanged.

*EDC Officer Comment: A pre-commencement planning condition is recommended for further ground investigation to be carried out as recommended in reports submitted by the applicant.*

### GBC Highway Development

(01.02.18) Comments provided on a number of matters:

- Parking courts should, assuming a 5mph speed, meet sight line requirement of 6m x 2m x 6m when a vehicle is emerging.
- High boundary treatments and properties encroach on sightlines.
- Parking spaces for plots 7 and 8 appear to be accessed through adjacent car parking courts, in which case bays need to be extended for manoeuvring.
- Triple tandem parking provided for plot 54 is unacceptable.
- Boundaries of many parking bays, for example plots 50, 51 and 52 are not wide enough to allow opening of doors and pedestrian access. Minimum width from KCC SPG4 is 3.6m. Similar position applies to parking bays adjacent to boundary wall on one side.
- No allowance has been made for disabled visitors or residents, nor parent and toddler spaces. This increases risk of drivers parking on street close to main access to their property instead of dedicated spaces.
- There is a conflict between parking spaces and pedestrian routes for moving bins shown in the refuse strategy plan.
- Some parking appears poorly located for the property it serves, for example plot 59 having garages behind plot 74, encouraging parking adjacent to flank walls.

*EDC Officer Comment: Revisions to submitted plans and a transport technical note were submitted to address the above matters together with comments from KCC Highways.*

(04.05.18) The application still appears to have several issues as follows:

1. Parking spaces seem too narrow to be viable e.g. plots 94, 125, 126 and 127 which appear to have 2.5m width.
2. Plot 121 dedicated on street parking in highway impractical to enforce.
3. Visitor parking in parking court to rear of plots 15-17 is not well located.
4. Numbering of parking for plots 31-33 should be amended.
5. Areas such as parking courts rear of plots 32/33 and 35/36 have wasted space liable to encourage uncontrolled parking.
6. Visibility splays need to be provided.
7. Shared spaces are not wide enough, should be minimum width 4.1m + 1m margin each side to enable passing places for vehicles and future maintenance.
8. Property types XA1AA and XA1BA should not have garage doors as this may encourage inappropriate development behind.

9. The replacement community car park provision is not ideal for users of Eastgate, justification should be submitted to demonstrate that the proposed location will meet demand.
10. The spine road should be subject to No Waiting at Any Time Restrictions to deter school drop-off and pick-up parking.
11. Recommend stage 1 RSA should be completed by KCC.

*EDC Officer Comment: In respect of point 1, conformation received that bay widths are 2.75m by fences and 3m by walls, for point 2 layout updated to remove private parking from highway, point 3 visitor bays are considered appropriately located, point 4, parking layout updated to address, point 5 the additional space is required for large vehicle turning, point 6 visibility splays submitted for KCC Highways review, point 7, the shared spaces width meets Kent Design requirements for this level of street, point 8 garages are considered an appropriate parking provision for these house types given the site topography, point 9 information has been submitted by Eastgate to justify demand, point 10 the spine road does not form part of the phase 3 application, point 11, a stage 1 RSA has been submitted for KCC Highways review.*

(30.05.18) Further comments provided as follows:

- Parking - Overconcentration of visitor parking at north end of western site road, parking between fences, walls, and car parts should be minimum 2.9m x 5m, or 3.9m x 5m if intended for disabled person, no reference to size of garages made.
- Visibility – Visibility requirements should be consistent and related to design/ target speed.
- Swept Path drawings – Provided design meets current design standards/ best practice, have no objection.

*EDC Officer Comment: Visitor parking adjacent to western site road constrained by presence of High Voltage cable. Increased provision to side roads agreed with applicant in discussion with KCC Highways. Confirmation from applicant received on parking and garage widths, and that the outline permission makes no requirement for disabled parking. Visibility splays and swept path drawings have been reviewed and accepted by KCC Highways.*

#### GBC Operational Services

(25.01.18) Advise refuse, recycling, food and garden waste bin size requirements for houses and apartments, and satisfied with road layout and access for refuse collection vehicles.

(04.05.18) No further comments to those provided on 25.01.18.

#### DBC Planning

(07.02.18) No Observations.

#### KCC Ecology

(13.02.18) Advise that sufficient ecological information has been submitted however raise concern that the reptile mitigation receptor area will be used as part of the trim trail. Advise that where ecological mitigation within the footprint of proposed development has completed and is currently bare ground, the site should remain clear of vegetation prior to works commencing to ensure no habitat suitable for protected species will re-establish within the site. Advise that management recommendations for the open space are spread through different sections of the submitted ecological report, and recommend condition requiring a Landscape and Ecological Management Plan (LEMP) to be approved prior to occupation.



(29.05.18) Updated Landscape Masterplan removing trim trail from receptor area has resolved previous concern. Previous comments regarding LEMP withdrawn, following submission of two Landscape Management Plans (LMPs). Raise concerns with the use of two different LMPs potentially resulting in conflicting management regimes, and lack of detail in respect of maintenance for the reptile receptor site.

*EDC Officer Comment: A condition is recommended to require updated LMP(s) to address concerns raised.*

#### KCC Heritage

(06.03.18) The phase 3 area has been subject to preliminary archaeological assessment and field evaluation, including a phase of trenching, and preliminary assessment of geo-archaeological potential indicating potential for prehistoric and later remains. There is now need to clarify focus of activity and how the scheme will impact on heritage. Sufficient heritage assessment has not been provided and so do not agree with the mitigation proposed. Recommend the following should be provided prior to determination:

- Specialist assessment of Palaeolithic potential including section drawing showing level of deposits of Palaeolithic interest and level of proposed impact;
- Heritage Statement referring to Springhead Archaeological Framework;
- Updated WSI with additional trenching; and
- Heritage interpretation overview.

(05.06.18) Recommended further information provided. Satisfied that the Heritage Statement sets out an agreed framework for all other details of archaeological requirements to be agreed post consent. Details of detailed mitigation (preservation in situ and/or excavation), post excavation assessment and publication and heritage interpretation, and timetable for these will need to be agreed after consent.

*EDC Officer Comment: To enable movement of material stockpiles, conditions enabling a staged submission of details for field evaluation works and detailed mitigation are recommended, with separate conditions for post excavation/ reporting and heritage interpretation.*

#### KCC Highways and Transportation

(02.02.18) Initial comments provided on a number of matters pending update of plans by the applicant to address pre-application comments made by EDC:

- 1) Allocated parking should be better related to dwellings and improved natural surveillance.
- 2) Triple tandem parking provided for plot 54 unacceptable.
- 3) Additional visitor spaces along western site road should be explored due to reliance on tandem parking within integrated garages.
- 4) Vehicle tracking drawings for an estate car should be provided to demonstrate allocated parking spaces for plots 62-82, 84-109 and 156-60 can be accessed.
- 5) Some driveways are close to bends for example plots 62-63.
- 6) Reversing distance of 6m should be provided to rear of all parking spaces.
- 7) Many parking spaces, particularly those adjacent to boundary walls, are not wide enough to allow for opening of car doors.
- 8) Appears under provision of visitor spaces from that required in Springhead Quarter Transport Strategy with spaces concentrated in small number of areas.

- 9) The Parking Beat Survey submitted by the applicant was undertaken on a Wednesday and Sunday daytime (07:00-19:00) rather than overnight, so does not represent peak period of parking stress.
- 10) Insufficient information provided on the community car park to justify the proposed capacity of 117 spaces. Kent SPG4 standards unlikely to provide appropriate basis to assess parking requirements for this use and therefore recommend a 'first principles' assessment be undertaken.
- 11) Provision of an uncontrolled pedestrian crossing along the spine road within vicinity of the primary school site should be considered.
- 12) Additional information should be provided including plot-by-plot parking schedule, number of proposed electric vehicle spaces, tracking drawings for 10.4m length refuse vehicle, plans showing proposed adoptable areas of the site, confirmation of design speed for internal road network, location and form of speed restraint features, plans showing visibility splays for all road junctions, plans showing hard surfacing materials for adoptable areas of the site, independent Stage 1 Road Safety Audit and Designer's response, and confirmation on alternative pedestrian route linking site to the river Ebbsfleet.

*EDC Officer Comment: Dimensions for a 10.4m length refuse vehicle, being the largest operated by GBC, were provided by KCC Highways for tracking by the applicant. The above matters were discussed in a meeting with the applicant, EDC Planning Officers, and KCC Highways on 13.02.18, with revised plans, a transport technical note, community parking numbers survey, and response on pedestrian crossing within spine road provided to address the above comments.*

(30.04.18) Acknowledge improvements made to proposals, however some points raised in previous comments have not been fully addressed: Parking poorly located to dwellings (point 1), reliance on tandem garage parking (point 3), estate car vehicle tracking to be provided (point 4), clear reversing distance of 6m in some cases (point 6), width of parking spaces (point 7), provision of crossing within spine road (point 11), confirmation of design speed, speed restraint features, visibility splays, pedestrian route, RSA and designer's response (point 12). Allocated parking for plot 121 within the highway is not acceptable. For community car park note survey documenting observed car parking for range of events held at Eastgate and accept the proposed size subject to the Eastgate Centre Travel Plan being reviewed. Recommend financial contribution is collected towards parking management measures and car park be barrier controlled to prevent abuse by commuters etc.

*EDC Officer Comment: The matter of spine road crossing was resolved in the spine road applications and is not within the Phase 3 application to control. A condition is recommended to require a Management Plan for the community car park.*

(04.06.18) Further comments following submission of revised plans as follows:

- Seek clarification on the number of electric vehicle charging points.
- Previous comments on relationship of allocated parking to dwellings and reliance on tandem parking within integrated garages have not been addressed.
- Vehicle tracking drawings provided for 'luxury 4x4' are acceptable.
- Specified parking dimensions accord with KCC standards.
- Concern with lack of visitor parking along south western site boundary, noted point made by the applicant regarding presence of high voltage cable, however suggest opportunities to increase visitor parking in this area.
- Proposed post and rail fence along western boundary should be positioned so that verge parking cannot occur and an additional 0.5m hardstanding should be provided so that passengers are not discharged directly to the grass verge.

- Clarification needed on primary street design speed as given as 30mph in appendix A of the RSA.
- No Designer's response has been provided for the RSA confirming the issues raised have been addressed.

*EDC Officer Comment: Further details for EV charging points, design speed, and additional visitor parking bays above Springhead QTS requirement were provided and accepted by KCC Highways. For the requested 0.5m hardstanding the western site road is not proposed for adoption as public highway, however position of the boundary fence adjacent to parking can be ensured through condition to prevent egress to the grass verge.*

#### KCC Lead Local Flood Authority

(13.02.18) Recommend imposition of planning conditions requiring (i) a detailed drainage scheme, (ii) an operation and maintenance manual and (iii) a verification report.

*EDC Officer Comment: Planning conditions are recommended which cover the matters advised by KCC LLFA.*

#### KCC Public Rights of Way

(12.02.18) No objection to the proposal subject to their considerations being taken into account. Note valuable amenity would be provided by the proposed trails, though consideration should be given to ongoing maintenance and an appropriate funding mechanism secured. Recommend additional pedestrian links be provided between 'Linear Park North' and residential road running parallel to park on western side of the residential area. Specific comments on each of the two Public Rights of Way (PROW) as follows:

- Public Footpath NU14 - Not shown along its definitive alignment on the submitted plans. Since use of NU14 will likely increase as result of this development, improvements to surfacing, signage and security of this PROW through a developer contribution in region of £34,155 should be secured.
- Restricted Byway NU20 - Proposed development would significantly impact this PROW along its current alignment, as proposed new dwellings would obstruct sections of the path and transform character of the route. This has been acknowledged by the applicant with a proposed PROW diversion route. Details provided on requirements the diverted route would need to meet. Request that future maintenance of landscaping and vegetation is included as a planning condition so that paths are open and available at all times.

*EDC Officer Comment: The response was discussed with KCC PROW, including that the requested financial contribution would need to have been requested at time of the outline permission stage, signage outside of the Phase 3 boundary is not within scope of the application, however surfacing and corridor widths within the Phase 3 Boundary can be safeguarded through landscaping conditions.*

(27.04.18) Further comments provided following submission of updated Landscape Masterplan. No objection raised provided their considerations are taken into account. Diversion order for Restricted Byway NU20 must be confirmed before development commences along its existing alignment and request a condition to safeguard this. Note removal of the landscaped screening between the diverted route for NU20 and

the wastewater treatment works to north and request that this is reinstated to improve character of the route.

*EDC Officer Comment: A further updated landscape masterplan was provided by the applicant that reinstated the landscape screening. The confirmation of the diversion order to NU20 has been discussed in the report.*

#### Environment Agency

(21.02.18) Comments as follows:

- Biodiversity - Welcome wild flower rich meadow mixes within informal open space areas for benefit to wildlife however recommend lower frequency maintenance regime and that advice is sought from an experienced and qualified ecologist.
- Flood Risk – Note Flood Risk Assessment refers to condition of the outline permission requiring all sleeping accommodation at minimum 6.5m AOD, but does not state finished floor levels for apartments with units on ground floor. No objection provided LPA is satisfied this condition has been met.
- Groundwater and Contaminated Land - Welcome the submitted information on ground conditions, advise the recommendations set out should be completed in full and request to be consulted on this further reporting.

(01.06.18) Further comments following submission by the applicant of further ground conditions reports:

- Contaminated Land - Agree in principle to the recommendations and analysis of risks and liabilities detailed in the additional site investigation and stockpile reports. The materials re-use recommendations are acceptable, providing relevant re-use mechanisms are followed fully. The points in the additional reports relating to harm to human health should be reviewed by the local authority environmental health officer.
- Flood Risk – Note confirmation received on finished floor levels of the development being above 6.5m AOD.

*EDC Officer Comment – The further ground conditions reports were reviewed by GBC Contaminated Land and as noted above a condition is recommended to require further ground testing for contamination*

(12.06.18) Revision to comments dated 01.06.18 following discussion of the EA response:

- Contaminated Land – No objections to the application provided recommended conditions in respect of unexpected contamination and materials re-use are added to any planning permissions granted.
- Flood Risk – No objections provided finished floor levels do not go below 6.5m AOD.

*EDC Officer Comment: A condition is recommended to require a watching brief for unexpected contamination. The requested condition for materials use has been incorporated within an informative where it refers to compliance with codes of practice and legislation.*

#### High Speed 1

(24.02.18) Recommended a number of conditions relating to further consultation and agreement with the applicant, construction, drainage, access and landscaping matters.

*EDC Officer Comment: These matters have been covered within the construction management plan and other conditions for landscaping and drainage. HS1 were re-consulted on this approach however no response was received.*

#### Historic England

(12.02.18) No comments. Advise to consult KCC Heritage about the proposal's impact on non-designated archaeology and how harm may best be avoided, minimised or mitigated.

*EDC Officer Comment: KCC Heritage was consulted on the application and as noted above were satisfied with the approach provided in Heritage Statement with detailed mitigation to be agreed post-consent.*

#### Kent Police Crime Prevention Design Advisor

(05.02.18) Consideration in the Design and Access Statement has been given to Secured by Design (SBD). No communication has been received from the applicant/agent for this phase of development and other issues of boundary treatments, car parking courts, undercroft parking, doorset and window specifications, linear park, trim trail, allotment security, access control and cycle and bin security. Welcome meeting with the applicant to discuss these issues in detail and any formal applications for accreditation wish to make as difficult and costly to apply for retrospectively, and could have knock on effects for the Community Safety Unit (CSU) and local policing. Due to above, unable to recommend discharge of conditions relating to parking, boundary treatments and Crime Prevention Through Environmental Design (CPTED).

(27.04.18) No comments to make on revised plans and additional information, however comments dated 05.02.18 remain valid.

*EDC Officer Comment: Relates to security rather than planning matters. Advice was noted by the applicant, to be addressed directly with Kent Police Crime Prevention should SBD accreditation be sought for the development.*

#### National Grid Plant Protection

(26.01.18) Apparatus that has been identified as being in the vicinity of the proposed works is electricity transmission overhead lines, and above ground electricity sites and installations. Consultation request has been referred to the Land and Development Asset Protection Team (High Pressure Gas Transmission and Electricity Transmission Apparatus) for further assessment.

(06.02.18) No objection to the proposal which is in close proximity to a High Voltage Transmission Overhead Line.

#### Natural England

(07.02.18) No comments. Advise should be re-consulted if the proposal is amended in a way which significantly affects its impact on the natural environment.

#### Southern Water

(13.03.18) Are concerned that odour nuisance from the adjacent wastewater treatment works will impact on this phase of the development as increased levels of odour complaint are being received in the area. Would welcome a dialogue to agree any mitigation activities or investment that could minimise the risk of odour nuisance for this development. Comments from Southern Water's response dated on 23/03/2015 remain unchanged and valid for the above application. Advise that

Building control officers/ technical staff and the Environment Agency should be consulted regarding surface water disposal.

*EDC Officer Comment: Similar response from Southern Water was received for application to revise the QMP (reference no. EDC/17/0155) and have been addressed in appraisal section of that report. The relevant authorities for surface water disposal, KCC Lead Local Flood Authority, and the Environment Agency, were consulted on the application with responses as noted above.*

Swanscombe and Greenhithe Town Council  
(07.02.18) No Observations

6.3 No response has been received from the following consultees:

- Gravesham Borough Council - Housing
- Kent County Council Education/ Libraries
- Dartford and Gravesham Ramblers Association
- Kent Fire and Rescue Services
- Kent Wildlife Trust
- Network Rail
- UK Power Networks

## **7.0 PLANNING POLICY**

### 7.1 National Policy & Guidance

National Planning Policy Framework (NPPF)  
Planning Practice Guidance (PPG)

### 7.2 Development Plan

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

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

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

- T1 - Impact of Development on Highway Network
- P3 - Policy for Vehicle Parking Standards

### 7.3 Other Guidance

Ebbsfleet Implementation Framework (2017)  
Kent Design Guide (2006)  
Gravesham Borough Supplementary Planning Guidance - Residential Layout Guidelines (1996)

## **8.0 PLANNING APPRAISAL**

### **8.1 Principle of Development**

- 8.1.1 The proposed land uses and their distribution across phase 3 of Springhead Park are considered to be in accordance with the update to the Springhead QMP. This application would complete infrastructure requirements for Springhead Quarter pursuant to the outline consent. These include provision of 5.4 ha of open space, the fourth local play area, allotments, and site for glass recycling facility.
- 8.1.2 The principle of the development is therefore acceptable (subject to approval of the updated Springhead QMP) and the appraisal below considers the reserved matters and material planning considerations.

### **8.2 Layout**

- 8.2.1 Core Strategy policy CS19 requires that the design, layout and form of new development will be derived from a robust analysis of local context and character and make a positive contribution to the street scene, the quality of the public realm and the character of the area. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the designs of new neighbourhoods follow good urban design principles to deliver attractive, safe and efficient layouts that contribute positively toward an appropriate character for Ebbsfleet.
- 8.2.2 The Phase 3 layout facilitates the provision of open space to secure the quantum of 9ha required for Springhead Quarter as a whole by condition D4 of the outline permission, fourth local play area required by condition G7 d), the allotments required by condition G8 a), and glass recycling facility required by condition G16 a).
- 8.2.3 The net site area for residential part of Phase 3 is 4.21 hectares (ha), and therefore 172 residential units equates to a density of around 41 dwellings per hectare (dph). Taken together with previous residential phases the cumulative net residential density on Springhead Quarter would be approximately 48 dph. This is within the maximum density of 60 dph set by condition H10 of the outline permission, whilst also meeting the expectation of density higher than 40 dph required by Gravesham Core Strategy policy CS15.
- 8.2.4 The residential area would provide a grid-like layout with easily distinguishable parcels. The street hierarchy is legible and addresses four levels of street, (i) the Spine Road (not included within the application boundary however a large proportion of properties front onto it), (ii) Primary streets through the north-south primary street and east-west side streets, (iii) Secondary street (also referred to as the western site road) providing access to houses along the western boundary and connecting with primary streets at each end, and (iv) homezones/cul-de-sacs. The road layout is designed with clear routes for vehicles travelling to and from the residential area from the spine road, but to discourage use of the residential area for through traffic.
- 8.2.5 Following pre-application discussions, permeability of the residential area was improved to provide two footpath routes across width of the site, as well as shorter pedestrian links between dwellings and parking areas at several locations across the site. These are welcome additions to links also provided by the internal road network.
- 8.2.6 The wider landscaping layout of the Phase 3 development incorporates two Public Rights of Way (PROW) around its boundary, with additional pedestrian links proposed within the linear park and residential area. These connect with the

pedestrian and cycle routes provided by the adjacent spine road and Springhead Bridge to provide connections across this northern part of Springhead Quarter, and into previous residential phases.

- 8.2.7 The open space layout has been designed to accommodate surface water management features of two attenuation ponds; one serving Phase 3, and one serving both the Spine Road and Springhead Bridge, as well as the existing swale and 'cascade' SUDs feature. The proposed extension to the Linear Park to the west of the site would provide informal public open space and a landscaped setting to the residential area.
- 8.2.8 The proposed trim trail' form of the play area within the linear park is welcomed to both compliment the informal landscape of the open space and provide equipment suitable for use by a range of ages indicatively shown on the Landscape Masterplan. This also provides variety to the play area provision in Springhead Quarter as a whole, with previously consented play areas provided in formal local parks and equipment designed for use by young children. A condition is recommended to require final details of the play equipment to be submitted where these are shown indicatively in this application.
- 8.2.9 In summary, when assessed holistically alongside other design details such as access and character, and its response to the site context and constraints, the proposed site layout is considered acceptable through providing the required density and infrastructure requirements of the outline permission, and in accordance with Gravesham Core Strategy policies CS15 and CS19.

### **8.3 Scale**

- 8.3.1 The context of this final phase of development at Springhead is such that, with the exception of the south-east corner adjacent to Eastgate, it does not adjoin any existing or approved development. However the scheme needs to accord with condition H10 of the outline permission which sets a maximum building height for Springhead Quarter of four storeys, and that any such buildings shall be in selective locations along the main road frontages. Gravesham Core Strategy policy CS19 requires that account will be taken of the scale, height and building lines of adjoining buildings, and the wider site context.
- 8.3.2 In accordance with a principle of the QMP, the hierarchy of the existing spine road (Springhead Parkway) is reinforced by the three storey scale of the residential buildings fronting it, together with strong boundary treatment in the form a low wall and railings together with soft landscaping to support this hierarchy and provide a strong sense of enclosure. The building height fronting the spine road reduces to two storey for a few houses within Phase 2A, the Eastgate Community Centre, and Springhead Primary School, which lie closest to the Phase 3 residential area.
- 8.3.3 The application proposes mainly 2-storey properties fronting the spine road with an increase to 3-storeys for the apartment blocks at northern and southern ends, and to houses along bends and junctions. Whilst this does not fully provide the sense of enclosure to the spine road seen on previous phases the scale of 3-storeys at each end of the road and to define bends and junctions maintains enclosure at key points. Furthermore the use of 2-storey properties in part provides a good relationship with the Primary School and so overall the heights provides a good enclosure whilst addressing a change in site context within this part of the quarter.



- 8.3.4 Continuation of the low wall and railings boundary treatment is considered essential to provide the sense of enclosure of the spine road, and to safeguard the privacy and outlook of a significant proportion of dwellings. The applicant is however resistant to providing this form of boundary treatment as they do not consider it appropriate to the character of the phase and that it would offer a poorer appearance with short sections of wall between pathways to dwellings. An alternative proposal of a 1.2m height railing with matching gates to dwellings and soft landscaping without the low wall was put forward by the applicant. This was not accepted by EDC as there is precedent of the low wall and railing boundary, including short sections, being provided on Phase 1 properties fronting the spine road. To avoid delay to the application, details of boundary treatments across the residential area have been withdrawn, and so a condition is recommended for details of all boundary treatments to be provided including that along the spine road with supporting informative to clarify the expected form of this boundary.
- 8.3.5 The proposed dwellings on the western edge are designed as split level townhouses to accommodate the steep gradient. The majority of these units are designed as a continuous series of gable fronts and so are of a narrow width relative to their height. Living areas are provided on the first, second and third floors, with private rear gardens at first floor level. The entrance, hall and double garages are on the ground floor, with 4 storeys visible to the front elevation which faces to the western site boundary. There is an increase in building height from Phase 2A which would be visible within views from the west as illustrated by site visualisations. Ground levels are however lower for phase 3 than phase 2A, with external views of Springhead Quarter are partially obscured by topography of land the west. In addition the fourth storey of these units is within the roof form so it is not considered that the height of these units would not be dominating to the surrounding landscape.
- 8.3.4 The scale of the Phase 3 residential area with 3 storey buildings at key locations and provision of 3-4 storey height to the western boundary, provides enclosure to the spine road and addresses external views from the west with overall response of the residential development to the site topography, and so is considered acceptable.

#### **8.4 Appearance**

- 8.4.1 Gravesham Core Strategy Policy CS19 requires new development to be visually attractive, fit for purpose and locally distinctive, and integrate well with the surrounding local area, including the materials and other architectural features of adjoining buildings. Springhead Quarter is substantially developed with the majority of properties in Phases 1 and 2A either completed or under construction, and construction commenced on Phase 2B. However community uses lie between Phase 3 and earlier phases and so whilst it is appropriate for Phase 3 to relate to these earlier phases there is opportunity for variation in design and architectural quality.
- 8.4.2 Neither the extant nor revised QMP identify character areas or street typologies, affording discretion for this to be assessed at detailed design stage. The revised QMP does however seek for inclusion of five key buildings within the quarter, including the two completed apartment blocks at the quarter entrance from Springhead Road, completed Community Centre building, and consented Primary School building. The fifth key building identified is at north of the residential area near the bridge link. The Phase 3 proposals would provide 2no. 3 storey apartment blocks in this location, for which their scale is considered acceptable in assessment above. The revised QMP also identifies key frontages to the spine road and western boundary, and dwellings front onto these with different characters to the spine road and western boundary.

- 8.4.3 An external materials palette has been provided in the Design and Access Statement, comprising red brick and black boarding as facing materials, fibre cement slate (which has used on previous residential phases in Springhead Quarter) for roof tiles, and glass balconies. These materials are indicative and to ensure satisfactory quality of materials, a condition is recommended for details and samples of materials to be submitted for consideration.
- 8.4.4 A Design Rationale statement has been submitted to explain the intended character for the residential area depicted by the street scenes and house type drawings. Dwellings along the eastern side, fronting the spine road, have no direct plot access for parking and so in response to this a continuous series of terraced and semi-detached houses unbroken by private drives is proposed to provide an urban character having A-framed roof forms using fibre cement slate, using primarily brick as facing material and detailed with black boarding. The central area would provide a more suburban character through more modest scale dwellings with private driveways using a combination of A-framed roofs and front facing gables with potential for clay-coloured roof tiles and pale cream boarding for detailing, whilst maintaining brick as the predominant facing material.
- 8.4.5 The western edge of the development would face towards linear park open space and to external views of the quarter with a continuous series of gable fronts and fibre-cement roof tiles to define the area as a site edge. Black boarding is the predominant external facing material to reference traditional Kentish vernacular architecture, however used vertically and with consistent window sizes and balconies across the line of dwellings. Apartment buildings would mark the corners of the residential area with height and mass, and having gables, bays and Juliet balconies to the most prominent elevations. They would also reference the two site edge characters with external facing materials of brick, larger areas of black boarding, and fibre cement roof tiles.
- 8.4.6 The two edge characters of the residential area are considered appropriate, addressing the site context of the spine road to the east and reduction in ground level to the west. The central area provides a transition between these edges through having a more suburban character, with apartments marking site corners and also providing a transition through proposed use of materials.
- 8.4.7 During discussion with the applicant during the course of the application, the prominent elevations of the apartments have been amended to include increased levels of architectural detailing, providing an improved appearance particularly for the two northern blocks positioned at gateway from the Springhead Bridge.
- 8.4.8 In summary, it is considered that the appearance of the development would both relate and be distinctive from previous residential phases in accordance with Gravesham Core Strategy policy CS19. The residential area would also accord with principles of the updated QMP for key buildings and frontages.

## **8.5 Landscaping**

- 8.5.1 The Springhead Quarter Landscape and Open Space Strategy, approved under condition E7 a) of the outline permission, refers to types of parks and spaces for the quarter as a whole. The open spaces proposed within this application are the second phase of the linear park, parkways (green routes), and private gardens and courtyards. Gravesham Core Strategy Policy CS19 requires new development to include details of appropriate hard and soft landscaping to ensure that the public

realm and open spaces are well planned, appropriately detailed and maintained so that they endure. This is supported by policy CS12 which seeks a multifunctional linked network of green spaces, footpaths, cycle routes and wildlife stepping stones and corridors. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscaping to promote healthy landscapes and encourage active lifestyles.

- 8.5.2 The linear park forms part of the open space infrastructure identified in the Ebbsfleet Landscape Strategy as structural woodland, and within the Springhead Landscape and Open Space strategy as a major urban park. Within Springhead the linear park is designed to act as a landscape buffer between residential development and the HS1 line, provide an important community recreational space contributing to the Kent Thameside green grid and local biodiversity, and provide connections between Springhead Quarter and the open space network. The proposals provide for this landscape buffer, incorporating both Public Footpath NU14 that runs alongside the River Ebbsfleet connecting with Station Quarter South to the west and Thames Way to the north, and with additional pedestrian connections from the Phase 3 residential development, linear park phase 1 and Springhead Bridge. A reptile receptor site is also proposed at the southern section and 'trim trail' play area at the north providing recreational use in addition to the footpaths.
- 8.5.3 Parkways are intended in the Open Space and Landscape Strategy to provide important connecting routes for pedestrians and cyclists, and high quality streetscapes with tree planting. These would be provided both within the open space at the north and east of the Phase 3 application site, and east-west through the residential area. The open space has been designed to accommodate the diverted route for Restricted Byway NU20, for which an application to permanently amend its legal alignment has been approved, as well as two new attenuation ponds serving the development. A landscaped buffer would be provided to the north and north-east to screen Springhead Quarter from adjacent commercial uses and soften the visual impact of the necessary acoustic barrier. Two east-west paths through the residential area are proposed, one along the approximate current alignment of NU20 and one continuing along alignment of a side access road. Topography of the site necessitates these pathways being stepped (and being one reason that NU20 cannot continue along its current legal alignment), however they are proposed to be soft landscaped on both sides and in line of sight from both east and west to create pleasant and safe connections.
- 8.5.4 Soft landscaping is proposed for the residential area in the form of private front courtyards to the houses, communal courtyards of the apartments, and to sides of shared surface routes and side streets to denote their character. A range of hard landscape surface treatments are proposed, with details submitted showing tarmac proposed to the primary streets, brindle block to majority shared surface areas / cul-de-sacs and parking areas, and paving slabs for front paths of houses. Following discussions with the developer the latest approach to hard landscaping is generally considered to be appropriate and consistent with approach given in the submitted transport note of three levels of street within Phase 3 application boundary being visually differentiated by surface materials. Some minor details remain outstanding in relation to surface treatments for some private driveways and cul-de-sacs. To avoid delay in the determination of this application it is recommended that the hard landscaping details be considered indicative with final details reserved through a condition, as agreed with the applicant.
- 8.5.5 Appropriateness of the community use car park size has been assessed more fully later in this report, however even with landscaped screening from the spine road due

to its size and prominence consideration needs to be given to its surface treatments to ensure a satisfactory appearance. In addition to soft landscaping to soften this appearance, boundary treatment and lighting to ensure it is secure, a condition is recommended for specific details of surface treatments to the car park to be submitted for approval.

- 8.5.6 The outline permission requires the provision of a 0.5ha site for allotments, and the phase 3 proposals incorporate these within areas of open space at north of Springhead Quarter. Landscaping is proposed between the allotments and spine road to screen the spine road from the allotments and vice versa, with specific details to be provided by condition.
- 8.5.7 The application is accompanied by landscape management plans for the linear park and other open spaces within the development. They have been reviewed and are generally considered to be suitable however it is considered premature to fully approve them in advance of detailed planting proposals being submitted and approved. It is also recommended that the plans be consolidated into a single plan and that their scope is increased to include (i) specific reference to ongoing maintenance of street furniture in addition to the play equipment, and (ii) management of the reptile receptor site and management of the Scheduled Ancient Monument. As agreed with the applicant, the submitted plans are to be considered as indicative and an updated Plan should require approval through a planning condition.
- 8.5.8 Boundary treatment within the residential area is not sought for approval in this application and it is therefore recommended that these be required by condition together with the final hard landscaping proposals. The expected form of these boundaries is given in a supporting informative.
- 8.5.9 Overall, the landscaping approach provided within this application is considered to fulfil objectives of the Landscape Open Space Strategy, accord with principles of Gravesham Core strategy policies CS12 and CS19 and the Ebbsfleet Implementation Framework, with assessment of the detailed hard and soft landscaping proposals conditioned for later approval.

## **8.6 Access, Parking and Highway Impact**

- 8.6.1 Gravesham Core Strategy Policy CS06 seeks development within the Ebbsfleet site to be public transport orientated to encourage sustainable means of travel, and Policy CS11 seeks new developments to mitigate their impact on the highway and public transport networks, providing transport assessments and travel plans as appropriate to ensure travel choice and sustainable opportunities for travel. Local Plan saved policy T1 supports this through requiring the impact on the transport system be considered, and saved policy P3 seeks development to make provision for vehicle parking. Delivery Theme 1 of the Ebbsfleet Implementation Framework advocates for parking to be preferably located on plot, either to the side of homes or in tandem.

### Access

- 8.6.2 Means of access to the residential area in Phase 3 is proposed via three junctions from the spine road at regular intervals, with a fourth access provided to the south from the earlier residential phase 2A. A junction from Thackeray Drive, running adjacent to the Eastgate Centre, provides access to a parking court serving a small number of dwellings. A further junction from the north side of spine road would

provide access to both the allotments and community car park. Additionally, pedestrian access is provided to earlier phases via footpath links of the open space.

- 8.6.3 An independent Stage 1 Road Safety Audit has been completed for the road layout and junctions, with two minor issues identified in respect of pedestrian visibility. The designer's response confirms solution to these matters by ensuring planting height in both locations does not exceed 0.6m to prevent obstruction to visibility. Proposed visibility splays and confirmation of the 25mph design speed were also provided, which KCC Highways have confirmed are acceptable.

### Vehicle Parking

- 8.6.4 The amended Springhead Quarter Transport Strategy (SQTS) sets a total parking space limit for the quarter of 1,600 spaces including both allocated and visitor. Additionally the SQTS provides guidance on the typical number of spaces that could be provided for each type of dwelling; 1 space for studio, one and two bedroom properties, 2 spaces for three and four bedroom properties and 3 spaces for dwellings with five or more bedrooms. However due to low parking provision provided within Phase 1, the strategy allows for a greater parking provision on future phases without impacting on the overall traffic generation implications for the quarter. The Phase 3 proposals would provide 2 parking spaces per house, 1 space per apartment, 36 visitor spaces, 119 spaces within the community car park, and 11 for the allotments, a total of 492 spaces. With 308 spaces provided within Phase 1, 249 spaces within Phase 2A, and 241 spaces within Phase 2B, the total parking provision for Springhead quarter would be 1,290. The parking provision for residential area of Phase 3 is broadly in line with SQTS for size and number of dwellings, and overall total for the quarter would be within the limit of 1,600 spaces.
- 8.6.5 The proposals incorporate several parking solutions across the residential area. Properties fronting the spine road are unable to incorporate parking within the plots, which necessitates parking courts to the rear. This has been carefully designed to minimise the number of private drives for access from the primary street with parking areas broken into smaller clusters by positions of dwellings, use of car ports and soft landscaping. Elsewhere with the site parking is located on-plot to the side of dwellings, and within under-croft garages for properties fronting the western edge. Front curtilage parking is used only within two small cul-de-sacs. The majority of private parking is provided in tandem form which improves appearance in the street scene and discourages two-car ownership. Two private parking spaces are provided for each house, irrespective of size, and one space to each apartment. Visitor parking is provided in various locations across the site.
- 8.6.6 KCC Highways and GBC Highway Development raised some concerns in respect of the residential area parking. The majority of these were addressed through updates to the site and parking layout, stage 1 RSA, tracking and visibility splay drawings, and confirmation of parking space/ garaging dimensions. The remaining concerns related to visitor parking along the western site road, tandem parking within integral garages, and for an additional 0.5m hardstanding along western boundary. The presence of a High Voltage cable constrains land raising further west and in turn ability to provide visitor parking along full length of the western site road. To overcome this an additional two visitor spaces above the SQTS requirement have been provided within nearby side roads, which was accepted by KCC Highways. Tandem parking on plot and use of the site topography to provide parking is supported by the Ebbsfleet Implementation Framework, and is therefore considered acceptable.

- 8.6.7 The community car park is proposed to provide 119 spaces. This is an increase upon the existing consented provision of 70 spaces to be shared between users of Eastgate and users of other community facilities that were previously proposed including health and sports centres. However with these other community uses no longer being provided within Springhead, and established position of Eastgate both as Community Centre and Place of Worship, KCC Highways advised that a 'first principles' assessment should be carried out for the parking demand created by Eastgate. This is essentially a first-hand account of the number of vehicles that drive and park at the centre for different events, including the largest they hold.
- 8.6.8 A parking survey was carried out by Eastgate between January and May 2018 which identified overflow parking (i.e. in addition to parking within the Eastgate site itself) of 136 spaces on one occasion in addition to 28 vehicles parking elsewhere, and 7 other occasions where the overflow parking exceeded 70 spaces. KCC Highways were satisfied based upon infrequency of large events that the proposed provision was adequate, subject to an updated travel plan being required for the Eastgate Centre. However since the Centre itself is not within the proposals, requirement for an updated travel plan would be outside the scope of this application. Additionally, the Eastgate Travel plan was recently updated in 2017 as part of the application for two side extensions, with the proposed relocation of overflow car parking taken into consideration. To ensure effective management of the car park, including any potential use in connection with the primary school site, a condition is recommended for a management plan to be submitted, as well as landscaping details. The parking provision proposed for the community car park is therefore considered acceptable.

#### Highway Impact

- 8.6.9 The 2015 Springhead Quarter Transport Strategy concludes that the traffic generation in Springhead on basis of no more than 800 dwellings would be lower than had previously been assessed in 2005 with commercial development at north of the quarter. This conclusion did not rely on provision of Fastrack, which forecast to provide a 30% change in mode choice and would reduce traffic generation further. The SQTs also provides the content of a residential travel information pack for new residents detailing health benefits of alternative modes of travel than car, locations of bus stops, walking/ cycling and public transport routes, and indicate time to walk or cycle to facilities from Springhead.
- 8.6.10 Although no public transport routes currently traverse the site, a local bus service diverts into Springhead Park and turns by the Eastgate Centre. Completion of development at Springhead, including the spine road extension and Springhead Bridge, would facilitate enhanced public transport through this site, expected to include Fastrack. Additionally the site lies near to Ebbsfleet Railway Station providing domestic rail service to Central London and Kent as well as international rail services. Pedestrian access to the station is currently provided via Public Footpath NU14 leading to the north, and access to all traffic would be improved with completion of the Springhead Bridge.
- 8.6.11 The proposed scheme seeks approval to locate dwellings over Restricted Byway NU20. KCC Public Rights of Way (PROW) have commented on the application and advised that the diversion order would need to be in place before development commences. This would mean the diverted route being completed and open to the public. The applicants have advised that due to the phasing of the development this is not possible. A condition has been recommended to require a timetable for the completion of the diverted route to allow officers to ensure that any period of closure

is as short as possible. The diverted route is currently part occupied by the construction compound for Springhead Bridge and this is currently expected to be off site by February 2020.

- 8.6.12 The proposed form of development is consistent with that assessed within the 2015 SQTS, that of under 800 dwellings, and is therefore considered that the highway impact from the proposals would be acceptable subject to condition in respect of Restricted Byway NU20.

## **8.7 Residential Amenity**

- 8.7.1 Gravesham Core Strategy Policy CS19 requires new development to provide a good standard of accommodation, provide appropriate levels of private and public amenity space, safeguard amenity of occupants, and avoid through its location, design and construction adverse environmental impacts.

### Housing Standards and Mix

- 8.7.2 Policy CS19 requires the design and layout of development to accord with the adopted Residential Layout Guidelines (RLG), Supplementary Planning Guidance adopted in 1996.
- 8.7.3 Condition D9 of the outline permission requires a minimum 15% affordable housing provision on Springhead Quarter and for all affordable units to meet "Lifetime Homes" criteria, which has been met on previous phases with provision of 125 affordable dwellings. Two viability reviews are however required in the section 106 agreement, the first to take place between 425-500 occupations whereby in the event of a development surplus (as defined the S106 agreement), either affordable housing provision of up to 25% of the quarter total or a financial contribution to GBC would be required. The second review is between 730-750 occupations whereby in the event of a development surplus a financial contribution to GBC would be required. The number of occupations on Springhead has not reached the level required for the first viability review.
- 8.7.4 Gravesham Core Strategy policy CS14 seeks a range of dwelling types and sizes to be provided taking account of the existing character and needs of the area. The application proposes 172 dwellings with housing types and sizes ranging from 2 bedroom 4 person houses and apartments to 4 bedroom 8 person houses. It is considered that scheme proposes a good mix of types and size of accommodation. It is also the developer's intention to sell 85 of the 172 dwellings to a registered provider to deliver affordable housing above and beyond the planning requirement for this site. As this would be outside of the S106 requirement there is no information as to the form of affordable product envisaged however this provision does diversify the housing mix on site.
- 8.7.4 Policy CS14 does not provide any development plan policy requirement for Accessible dwellings. Condition D10 of the original outline planning permission (reference 19960035) which required 20% of market housing to meet "Lifetime Homes" criteria was deleted in the 2016 revision and so does not apply to the dwellings proposed in this application. The applicant has however confirmed that 6no. ground floor apartments would meet the equivalent Building Regulations Part M4[2] - Accessible and Adaptable Dwellings criteria and this therefore goes over and above the policy requirement. Furthermore all 172 dwellings would meet or exceed

the Nationally Described Space Standard (NDSS). As this standard was introduced in 2015 it predates the GBC Core Strategy and so this element of the scheme is also exceeding local policy. It is therefore considered that an acceptable range of types and sizes of dwellings and standard of accommodation would be provided in accordance with policies CS14 and CS19.

- 8.7.5 The proposed dwellings would have access to good levels of outdoor space. The houses would each have private rear gardens and the apartments would be served by communal gardens. Furthermore the linear park running along the western boundary of Springhead Park would provide residents with good levels of attractive public space close to their homes. The site layout has been designed to meet the updated QMP principle of frontages to the eastern and western edges (i.e. facing outwards). The back to back distances between the rear elevations of the properties are sufficient to provide good levels of privacy to homes and private gardens. Houses and apartments which face side onto each other have been carefully orientated to avoid overlooking. The scheme therefore accords with the provisions of policy CS19 and the residential layout guidelines.
- 8.7.6 Continuation of the low wall and railings boundary treatment to properties fronting the spine road has been assessed in terms of scale to reinforce hierarchy of the spine road. There is also concern that the privacy and outlook of a significant proportion of phase 3 dwellings would be impacted without a firm boundary between private and public as has been established on Phase 1 with similar short front garden distances. This is particularly important where the spine road potentially may become busy through road, further supporting the recommendation of a condition that this boundary is provided.
- 8.7.7 To avoid potential issues of overlooking from future additions by residents from windows or roof alterations/ enlargements, a condition removing permitted development rights is recommended. The decision notices for phases 1, 2A and 2B include conditions removing permitted development rights contained within Schedule 2 classes A, B C and D of Part 1 and classes A and B of Part 2 of the General Permitted Development Order 1995/General Permitted Development Order 2015. To ensure consistency with neighbouring properties within the wider development it is recommended that conditions are imposed removing the same permitted development rights as those removed on earlier phases.

#### Odour

- 8.7.8 Southern Water has raised concern regarding the position of residential development in Phase 3 due to odour nuisance from the NWWTW to the north. An Odour Impact Assessment Report was submitted within this application, however odour is not a factor which can usually be mitigated through design of dwellings and so the issue has been assessed within the concurrent application for a revised Springhead QMP (Reference no. EDC/17/0155), which concluded that the principle of proposed location of residential development in Phase 3 is not impacted by odour.

#### Noise

- 8.7.9 Condition A11a) of the outline permission requires that reserved matters details should demonstrate masterplan principles, one of which is noise insulation. The applicant has submitted an acoustic assessment to satisfy this part of the condition. The assessment identifies that the proposed development area experiences noise predominantly as background plant noise from the NWWTW, and lorry engine noise, reversing beepers on occasion, and roof top plant from the lorry haulage yard within



SEP. Lorry engine noise was the most dominant at night, continuous in nature rather than intermittent spikes of noise such as bangs.

- 8.7.10 GBC Environmental Health initially raised a number of concerns over predicted external noise levels to the façades of the closest dwellings within the Phase 3 residential area to the noise sources. These referred to height of the acoustic fence, noise from commercial uses impacting the site being +5dB(A) above background level during the day and +9dB(A) during the night, and that noise from granite setts shown within the approved spine road proposals for crossing islands had not been modelled. For assessment of the concurrent application for revised QMP it was considered that since the concern did not fundamentally impact upon the principle of residential development within the Phase 3 area as a whole, it could more appropriately be considered in reference to the siting and design of dwellings provided within this application.
- 8.7.11 Two acoustic update notes were submitted in response to the issues raised. In addition the height of the acoustic fence has been annotated on the landscape masterplan, which the development would need to accord with, and copy of the s38 technical agreement with KCC Highways for the spine road which commits to excluding use of granite setts from crossing islands within the carriageway. GBC Environmental Health accepted the daytime noise levels in relation to the site location, however remain concerned with the impact on residential amenity of the closest dwellings along bend of the spine road from night time noise levels.
- 8.7.12 With a background noise level of 47dB(A), the predicted external Rating Sound Level noise assessment is 56dB(A) to the external façade of dwellings along northern bend of the spine road, assuming as a worst-case scenario, operation of the haulage yard for 100% of the time. The proposed mitigation in the form of enhanced glazing and acoustic ventilation would reduce the internal noise levels to below that of World Health Organisation guidance for continuous noise and single sound events within bedrooms.
- 8.7.13 The site context is also a relevant factor. Whilst not a city-centre location, where higher levels of noise would be expected, the development is located within an urban area, and part of a consented higher density development and commercial centre around Ebbsfleet Station. The proposal to mitigate noise at the façade is therefore considered appropriate to create an acceptable internal living environment to safeguard the amenity of occupants in accordance with Gravesham Core Strategy policy CS19. A condition is recommended to ensure that this façade mitigation through enhanced glazing and acoustic ventilation would be incorporated.

## **8.8 Other Matters**

### **Drainage**

- 8.8.1 In line with current national planning policy, the Springhead Water Management Strategy approved under condition E4a) of the outline permission promotes the use of Sustainable Drainage. Currently the site comprises two drainage outfalls into the River Ebbsfleet, comprising a swale to the west and a piped route close to the north eastern boundary, both of which incorporate cascaded reed beds to improve the quality of the surface water runoff prior to discharge. Condition A11e) requires that reserved matters details should include details of drainage, since this is relevant to the provision of 172 dwellings.

- 8.8.2 The applicant has submitted a Flood Risk Assessment and Drainage Strategy Statement in relation to foul and surface water drainage. In respect of foul drainage, the strategy explains that Southern Water, as statutory undertaker for drainage, have historically confirmed local sewerage capacity to accommodate domestic flows from within Springhead Quarter, with a new off-site sewer to be connected directly to the Northfleet Waste Water Treatment works for the phase 3 development. This is proposed to be designed to the latest edition of Sewers for Adoption (National guidance for designs intended for adoption under the Water Industry Act 1991) to enable these to be publicly adopted and maintained in the long term.
- 8.8.3 In respect of surface water drainage, a run off rate of 7 litres per second per hectare has been previously agreed with the Environment Agency for Springhead Quarter, and this figure has been used to size the drainage system for Phase 3 based upon the level of impermeable area. Phase 3 is being constructed alongside the spine road and Springhead Bridge with the surface water from the spine road and bridge proposed to drain into one attenuation pond north of the spine road, using the SuDs features for filtration. Surface water for Phase 3 is proposed to drain partially into an existing box culvert at the Phase 2 boundary, with remainder into a second attenuation pond south of the spine road and north east of the residential area. KCC LLFA have reviewed the submitted drawing
- 8.8.4 KCC Lead Local Flood Authority (LLFA) have reviewed the submitted drainage strategy and recommended three conditions relating to requirement of a detailed surface water drainage scheme, an operation and maintenance manual, and verification report. The wording of these conditions has been considered in discussion with the applicant to enable earthworks to commence prior to details being submitted as the drainage design would not be affected by this. The matters sought by the LLFA are however incorporated in the recommended conditions.

#### Heritage

- 8.8.5 An Ebbsfleet-wide Archaeological Strategy and Springhead Archaeological Framework (SAF) identifying archaeological areas and anticipated approach for further archaeological investigations, were approved under reference 20030660 pursuant to outline condition E5 a). These guide further assessment, evaluation and mitigation as each stage of reserved matters comes forward. Of particular relevance is that the SAF identifies that for the Phase 3 area (referred to as the Commercial Development within the SAF) the intention is that a Written Scheme of Investigation (WSI) would be prepared to cover the strip, map and sample excavation of areas within the phase. For the Scheduled Ancient Monument within the 'diamond' area at north of the quarter, a Management Plan is required to be submitted, however this part of the quarter does not lie within the Phase 3 proposals.
- 8.8.6 The applicant has submitted a Heritage Statement (HS), which KCC Heritage have reviewed and confirmed it is an acceptable framework for details of other archaeological requirements to be agreed post consent. In order to create a more level development platform at north of the residential area and sides of the attenuation pond for surface water drainage, material stockpiled on the site is proposed to raise this northern section. An evaluation works WSI was appended to the HS including trench locations, and the applicant proposes to carry out archaeological investigations in accordance with this WSI in two phases.
- 8.8.7 KCC Heritage have advised that they are satisfied with the proposed phasing but that some details of field works are still to be agreed and that the WSI does not cover detailed mitigation, post excavation and publication, and heritage interpretation which

would practically need to be informed by results of the field works. To allow works on site to start as soon as possible conditions are recommended to reference two phases defined on a site plan so that details for field works and detailed mitigation can be submitted for the first and second phases separately. Separate conditions are also recommended for post excavation/ publication and heritage interpretation, with an additional reference to heritage interpretation within wording of the condition requiring details of the 'trim trail' play equipment, as it is considered that the form of play equipment presents a good opportunity to reference site heritage.

- 8.8.8 The Scheduled Ancient Monument is located outside of the application boundary, and the applicant has advised that no development is proposed within the area other than long term maintenance of landscaping. It is considered that a separate reserved matters application will be required for this area. The applicant has submitted a site plan showing the 'diamond' area edged in blue, which updated landscape management plans would reference and included in long term maintenance prescriptions.

#### Ecology

- 8.8.9 An Ebbsfleet-wide Environmental Management System was approved under reference 20030660 pursuant to outline condition E1, which provided for ecology and nature conservation, with specific details to be submitted for each stage of reserved matters. The applicant has submitted an Ecology Report which identifies recommendations for protected species and that a reptile receptor site would be created within the southern part of linear park.
- 8.8.10 KCC Ecology has reviewed the submitted report, landscape masterplan drawing, and landscape long term management plans, and is satisfied that sufficient details have been submitted and relocation of the trim trail away from the reptile receptor site. KCC has raised concerns with the proposed landscape long term management plans in respect of the maintenance prescriptions and that two separate plans are proposed. It has therefore been agreed the applicant that an updated management plan would be submitted for later approval together with detailed planting proposals, for which a condition is recommended as part of the assessment on landscaping.

#### HRA Screening

- 8.8.11 S.61(1) of the Habitat Regulations require the competent authority to assess the implications of any proposed plan or project that is not directly connected with or necessary to the management of that site on the conservation objectives of a European site before deciding to grant permission. In this case the Ebbsfleet Development Corporation, in its role as Local Planning Authority, is the competent authority.
- 8.8.12 The proposed development is located approximately 6 kilometres from the South Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar Site, both European Sites designated due to important assemblages of wintering water birds. The proposed development is not connected with and not necessary for the management of the European sites. It is therefore necessary to assess the implications of the proposed development, including cumulative effects of other committed developments, on the European sites.
- 8.8.13 The Local Planning Authority, in its role as competent authority, conclude that likely significant effects of the proposed development on the European Sites can be screened out and it is not therefore necessary to undertake a formal Appropriate

Assessment. This is a result of the separation distance between the proposed development and the SPA/ Ramsar sites, and that the provision of a s106 planning obligation by Unilateral Undertaking has been agreed with the applicant to provide a financial contribution to the Thames, Medway and Swale Strategic Access Management and Monitoring Strategy equating to £41,212.92 (£239.61 per dwelling) as reflected in the recommendation. Therefore, the requirements of Section 61 and 62 of the Conservation of Habitats and Species Regulations have been adhered to.

### Environmental Impact Assessment (EIA)

8.8.14 The original outline planning permission, reference no. 19960035, had been assessed as requiring an EIA under Schedule 2 of the EIA Regulations as an urban development project (Category 10: Infrastructure Project) and being a major development of more than local importance. Whilst cumulatively the impact of the overall Ebbsfleet development will have significant environmental effects this has been already assessed through the Environmental Statement submitted with the outline planning application. The revised outline planning permission, reference no. 20150155 addressed issues of viability. It did not change the proposed quantum of development across the site and it was concluded that the original Environmental Statement was fit for purpose.

8.8.15 The proposals for Phase 3 form part of the overall development contained within the outline permission and therefore a separate EIA is not considered to be required as part of this submission.

## **9.0 FINANCIAL CONSIDERATIONS**

9.1 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.

## **10.0 HUMAN RIGHTS**

10.1 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, is compatible with the Act.

## **11.0 PUBLIC SECTOR EQUALITY DUTY**

11.1 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.

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

Duty.

## **12.0 RECOMMENDATIONS AND CONCLUSIONS**

- 12.1 The proposed scheme would deliver the final phase of development at Springhead Park and the principles within the application accord with the outline planning permission, the approved strategies, and updated Springhead Quarter Masterplan.
- 12.2 The development would provide an efficient residential layout with good standard of accommodation and connections, with defined characters of the development providing an acceptable design rational, appearance, and residential amenity. This is supported by proposals for landscaping both within the residential area and wider public open space areas. The submitted details are therefore considered acceptable and the application recommended for approval subject to approval of the updated Springhead Quarter Masterplan, a series of planning conditions, and the applicant entering into a unilateral undertaking.