

**SUPPLEMENTARY INFORMATION
PLANNING COMMITTEE 17 OCTOBER 2018**

This report provides supplementary information following publication of the main report, for consideration by committee members in determining the applications.

Agenda Item 005 - EDC/17/0107

Accessibility:

Comments have been received from the applicant identifying that as far as practicable, all units will have level thresholds and ramped accesses to the buildings. However, more detailed design has revealed there are 8 no. houses that have been identified as requiring steps to the front door and therefore will not have level access from parking areas. This may increase as further detailed design work is undertaken in respect of the levels. These 8 no. houses equates to 2.5% of the total number of proposed houses in this application. The applicant notes that the figures are still therefore well in excess of the requirements of condition 31 of the outline planning permission which requires 25% of all dwellings to meet Lifetime Homes standards. Confirmation has been given that flats will have ramped access.

Officer comments: The effect of this overall is that the development will now provide 241 houses and 14 apartments that meet the M4(2) accessibility level which equates to 76.8% (rather than the 79.2% set out in the officer report). It is acknowledged that there are significant difficulties providing level access due to the topography of the site. It is considered the number of units meeting the desired accessibility standards remains acceptable overall and still meets the 25% required by the outlines consent for EQ. A condition has been recommended to secure the accessibility standard identified by the applicant, as a means to securing a marker of high quality development. It is recommended that condition 11 set out in the officer report is updated as per the following.

Condition 11:

All dwellings (except plots 314, 370, 371, 401, 412, 415, 451, 467, 536) and ground floor apartments in the development hereby approved, shall be designed and constructed in accordance with Building Regulations Part M4 (2), evidence demonstrating compliance should be submitted to and approved in writing by the Local Planning Authority prior to occupation.

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

Comments from Police Crime Prevention Officer:

Contact has now been made with the applicant. Further discussions will need to be had on detailed design [post-decision level detail such as doorsets, windows, access control etc.]. However concerns remain in respect of layout of some on street parking and proposed parking courts. In particular, the street to the rear of properties facing Fastrack it appears the parking areas are not easily overlooked. The applicant has advised there may be some overlooking given the topography and the FOGs will offer some limited surveillance, however, only if they have side elevation windows. If this application is given approval, I recommend a condition be included to provide some high level lighting columns to be wired to receive CSU (Community Safety Unit) temporary CCTV Polecat/Hawkeye cameras, which can be installed for short periods of time, should crime and anti-social behaviour occur. I would be able to advise re the locations if consulted when the lighting plan is submitted.

Other concerns regarding enclosed parking courts. It is understood that 'hit and miss' fencing is being considered in these areas, which may offer some enhanced surveillance. However, Secured By Design discourage rear parking courts as detailed in the SBD Homes 2016 guide, because they "introduce access to the vulnerable rear elevations of dwellings where the majority of burglary is perpetrated; in private developments such areas are often left unlit and therefore increase the fear of crime and un-gated courtyards provide areas of concealment which can encourage anti-social behaviour...Where rear car parking courtyards are considered absolutely necessary they must be protected by a gate, the design of which shall be discussed with the CPDA at the earliest possible opportunity. Where gardens abut the parking area an appropriate boundary treatment (e.g. a 1.5m fence supplemented by trellis to a height of 1.8m) must be discussed and agreed by the CPDA."

With the above in mind, the developments would only be able to achieve SBD Silver accreditation for the physical security of the dwellings themselves.

Officer comments: The level of natural surveillance along the street to the rear of the Fastrack properties was highlighted in the officer report. No windows are proposed to the side of the FOGs. It is considered reasonable that measures should be followed to prevent anti-social behaviour. A condition requiring CCTV cameras only if anti-social behaviour occurs would not meet the necessary criteria for imposition of conditions. Contained within proposed conditions 4j) and 6g) are requirements for the design/appearance and location of lighting columns to be provided. It is recommended an additional detail is added to ensure lighting columns capable of supporting CCTV cameras is added to condition 4 and an informative to condition 6, these are detailed below. In relation to enclosed parking courts, it is acknowledged these are not desirable and have been designed out so far as possible. Details relating to gates and boundary treatments are covered by the proposed conditions as set out in the officer report.

Condition 4:

4j) External lighting (in relation to design/appearance) including lighting columns to support CCTV to the rear of units 425-433;
4m) CCTV equipment;

and

Informative added to Condition 6:

The position of lighting columns to the rear of units 425-433 shall be located in liaison with the Police Crime Prevention Officer to ensure appropriate positions for any CCTV equipment as may be required.

Cycle Storage:

It has been noted that cycle parking for the apartment blocks has not accommodated visitor spaces, as required by the Dartford Parking SPD. It is recommended a condition is added to secure the appropriate level, as follows:

Condition 12:

Details of cycle parking for visitors for each apartment block hereby approved shall be submitted to and approved in writing by the local planning authority and provided in accordance with the approved details prior to the first use of the apartment block to which it relates. The cycle parking shall be maintained thereafter.

Reason: To ensure the provision and retention of adequate off street parking facilities for bicycles in the interests of highway safety and to encourage the use of sustainable modes of transport in accordance with paragraph 110 of the National Planning Policy Framework and policy CS15 of the Dartford Borough Council Local Development Framework – Core Strategy 2011

Agenda Item 006 - EDC/17/0108

Comments from Police Crime Prevention Officer:

Contact has now been made with the applicant. Further discussions will need to be had on detailed design [post-decision level detail such as doorsets, windows, access control etc.]. However concerns remain in respect of layout of some on street parking and proposed parking courts. In particular, the street to the rear of properties facing Fastrack it appears the parking areas are not easily overlooked. The applicant has advised there may be some overlooking given the topography and the FOGs will offer some limited surveillance, however, only if they have side elevation windows. If this application is given approval, I recommend a condition be included to provide some high level lighting columns to be wired to receive CSU (Community Safety Unit) temporary CCTV Polecat/Hawkeye cameras, which can be installed for short periods of time, should crime and anti-social behaviour occur. I would be able to advise re the locations if consulted when the lighting plan is submitted.

Other concerns regarding enclosed parking courts. It is understood that ‘hit and miss’ fencing is being considered in these areas, which may offer some enhanced surveillance. However, Secured By Design discourage rear parking courts as detailed in the SBD Homes 2016 guide, because they “introduce access to the vulnerable rear elevations of dwellings where the majority of burglary is perpetrated; in private developments such areas are often left unlit and therefore increase the fear of crime and un-gated courtyards provide areas of concealment which can encourage anti-social behaviour...Where rear car parking courtyards are considered absolutely necessary they must be protected by a gate, the design of which shall be discussed with the CPDA at the earliest possible opportunity. Where gardens abut the parking area an appropriate boundary treatment (e.g. a 1.5m fence supplemented by trellis to a height of 1.8m) must be discussed and agreed by the CPDA.”

I understand that the grade level car park for apartment Block A will be secured with screens and access controlled vehicle gates – it is essential that these gates are incorporated into the final design. I appreciate this may be considered planning detail.

With the above in mind, the developments would only be able to achieve SBD Silver accreditation for the physical security of the dwellings themselves.

Officer Comments: The level of natural surveillance along the street to the rear of the Fastrack properties was highlighted in the officer report. No windows are proposed to the side of the FOGs. It is considered reasonable that measures should be followed to prevent anti-social behaviour. A condition requiring CCTV cameras only if anti-social behaviour occurs would not meet the necessary criteria for imposition of conditions. Contained within proposed conditions 4j) and 6g) are requirements for the design/appearance and location of lighting columns to be provided. It is proposed an additional detail is added to Condition 4 and an informative to condition 6 to ensure lighting columns capable of supporting CCTV cameras is added. In relation to enclosed parking courts, it is acknowledged these are not desirable and have been designed out so far as possible. Details relating to gates and boundary treatments, including those to Block A, are covered by the proposed conditions as set out in the officer report.

Condition 4:

4j) External lighting (in relation to design/appearance) including lighting columns to support CCTV to the rear of units G7-G16;

4m) CCTV equipment

and

Informative added to Condition 6:

The position of lighting columns to the rear of units G7-G16 shall be located in liaison with the Police Crime Prevention Officer to ensure appropriate positions for any CCTV equipment as may be required.

DBC Housing Policy and Development Manager:

Comments have been received from the Housing Policy and Development Manager. It is understood they would not insist on the provision of wheelchair ready socially rented units and accept the proposed approach set out in the application as there is no guarantee that persons on the register will want to live at the units if they were specifically identified and provided as wheelchair ready. It is considered more appropriate to adapt if necessary.

Cycle Storage:

It has been noted that cycle parking for the apartment blocks has not accommodated visitor spaces, as required by the Dartford Parking SPD. It is recommended a condition is added to secure the appropriate level.

Condition 12:

Details of cycle parking for visitors for each apartment block hereby approved shall be submitted to and approved in writing by the local planning authority and provided in accordance with the approved details prior to the first use of the apartment block to which it relates. The cycle parking shall be maintained thereafter.

Reason: Reason: To ensure the provision and retention of adequate off street parking facilities for bicycles in the interests of highway safety and to encourage the use of sustainable modes of transport.

Obscure Glazing:

It is noted only one window to the rear of the FOGs has been identified in the plans as being obscure glazed. Given the close proximity of FOGs to other dwellings in some locations, it is considered appropriate that all 3 windows should be obscure glazed. The windows serve a bathroom, kitchen and hallway. None are habitable rooms and this is therefore not considered harmful to amenity. It is therefore proposed to add the following condition:

Condition 13:

At the time of installation, windows to the rear elevation of FOGs at plots G17, G18, G27 and K7 shall be obscure glazed and fixed shut and shall be maintained as such at all times.

Reason: In the interests of neighbouring amenity.

Affordable Housing Mix

The applicant has advised that there was an error in some of the submission drawings which includes an annotation outlining the number of homes which are proposed to be shared ownership and affordable rent. A revised plan has been received which confirms that there will be 3 less affordable rented homes and 3 more shared ownership homes than originally shown. The split is therefore as per the table below:

Housing Product	Number of Homes
Open Market	23
Affordable Rent	22
Shared Ownership	118

Officer comment: The adjustment maintains the level and split of affordable housing as required in the Eastern Quarry S106 agreement and is therefore acceptable. The recommended condition 2 should therefore be updated to reference the new plan.

Condition 2

Drawing BRS.6450_05 C should be replaced with BRS.6450_05 E.