

Agenda Item: 005

Reference: EDC/19/0137

Site Address: Castle Hill Local Centre, Cherry Orchard, Castle Hill, Ebbsfleet Valley, Kent

Proposal: Reserved Matters Application (details relating to layout, scale, appearance, means of access and landscaping) for the construction of a public house including an ancillary hotel, restaurant, function hall, associated residential accommodation, car parking, and landscaping, being pursuant to conditions 2, 25 and 28 (noise assessment) of outline planning permission DA/12/01451/EQVAR.

Applicant: Shepherd Neame Limited

Parish / Ward: Ebbsfleet

SUMMARY:

This application relates to land falling within Castle Hill, the first of three villages to commence construction in Eastern Quarry. The wider Eastern Quarry site benefits from outline planning permission (granted by Dartford Borough Council in 2007, then varied in 2013 and subsequently again in March 2018) for up to 6,250 dwellings. The outline consent reserved all matters for future consideration but secured masterplans and various strategies and design codes, together with a S106 legal agreement, to guide a phased approach to the development of Eastern Quarry adhering to the same guiding framework. The principle of development, layout of the major spine roads through Eastern Quarry and access into the site have already been established by the outline permission and subsequent infrastructure applications.

This application seeks permission for all reserved matters for the erection of a public house with ancillary guesthouse, restaurant, function room and associated residential accommodation within the neighbourhood centre of Castle Hill. The proposals form one of the last phases to come forward in this village, and provides detailed design in respect of access, layout, scale, appearance and landscaping.

The proposal is in broad accordance with the approved parameters as set out in the guiding documents established under the outline permission, and would not result in a detrimental impact upon local amenity, local character, ecology, flood risk, traffic or highway safety beyond that which was considered acceptable at the outline stage.

The access and layout integrates well with the surrounding pedestrian, cycle and public transport routes, and is considered to be well designed and tightly conceived. The use of changing levels across the site achieves good accessibility and linkages to the surrounding network. The application would deliver a high quality scheme for a public house that displays excellent architectural quality and will serve as a landmark building, enhancing the visual amenity of the heart of Castle Hill.

The proposal provides 38 onsite car parking spaces alongside 8 spaces situated within adjacent on-street bays. The applicants have demonstrated that while the onsite car parking does not achieve the SPD requirements, proposed car parking provision is optimal for the operations, and car parking demand will be catered for onsite during the week and adequately covered by the central village car park during weekends when demand for pub/hotel is at its peak. KCC Highway and Transportation support the proposals and confirm they are satisfied that provision of 38 car parking spaces on site, plus 8 on street and the shared use of the community car park is an acceptable level of car parking provision for the proposals.

It is also highlighted that the development is in a highly sustainable location at the heart of Castle Hill, directly fronting the Fastrack route. It can be expected to serve the local community and a large number of patrons are anticipated to arrive by foot. Notwithstanding this, residents are likely to drive the short distance if there is a high level of car parking on the site. The limited onsite parking and nearby additional car parking is therefore considered acceptable and will encourage residents within walking distance to avoid taking the car. Furthermore, disabled parking, cycle storage and the provision of active electric vehicle charging all meet or exceed the Dartford SPD requirements.

Taking all elements into consideration, this is a balanced scheme which provides a high quality standard of development and design, in compliance with the Development Plan for the Borough and will contribute to the mixed-use centre at the heart of Castle Hill and enhance the offer of community facilities for residents in keeping with Garden City principles. The application is therefore recommended for approval, subject to the conditions and informatives listed below.

RECOMMENDATION: Approval subject to the imposition of the following planning conditions and informatives;

TIME LIMIT

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

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

APPROVED PLANS

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

Layout Drawings:

A-L-(00)-0100 Rev PL1 – Site Location Plan
A-L-(00)-0101 Rev PL1 – Existing Site Block Plan
A-L-(00)-0102 Rev PL1 – Existing Site Levels
A-L-(00)-0105 Rev PL2 – Proposed Site Block Plan

A-L-(00)-0109 Rev PL1 – Proposed Lower Ground Floor Plan
A-L-(00)-0110 Rev PL1 – Proposed Ground Floor Plan
A-L-(00)-0111 Rev PL1 – Proposed First Floor Plan
A-L-(00)-0112 Rev PL2 – Proposed Second Floor Plan
A-L-(00)-0113 Rev PL1 – Proposed Roof Plan

Elevations, Street Scenes & 3D views:

A-L-(00)-0115 Rev PL3 – Proposed South and East Elevation
A-L-(00)-0116 Rev PL2 – Proposed North and West Elevation
A-L-(00)-0123 Rev PL1 – Proposed Street Scenes
A-L-(00)-0130 Rev PL3 – 3D View from Fastrack Junction
A-L-(00)-0131 Rev PL3 – 3D View from Boulevard
A-L-(00)-0132 Rev PL3 – 3D View Looking Down Boulevard
A-L-(00)-0133 Rev PL1 – 3D View Looking West Along Fastrack

Cross Sections:

A-L-(00)-0121 Rev PL1 – Section A-A and B-B
A-L-(00)-0122 Rev PL1 – Section C-C and D-D

Detailed Drawings:

A-L-(00)-0125 Rev PL1 – Proposed Detailed Section and Elevation
A-L-(00)-0126 Rev 1st – Proposed Detailed Section and Elevation at Night
6100 Rev 01 – External Lighting Elevations
1100 Rev 02 – External Lighting Layout
02 – Luminaire Schedule

Landscape Plans:

0150/19/B/3A – Hard Landscape Plan
0150/19/B/2C – Landscape Planting Plan
Issue 5 – Landscape Masterplan

Technical Plans & Documents:

P3615 – Planning, Design & Access Statement (July 2019)
A-L-(00)-0135 Rev PL1 – Refuse and Deliveries Strategy
6750 Rev P3 – Refuse Truck Tracking
6751 Rev P2 – Large Car Tracking
0001 Issue 01 – BREEAM Pre-Assessment Ebbsfleet Hotel and Restaurant
(May 2019)
13046 – Drainage Statement (July 2019)
266135-02 – Noise Impact Appraisal Assessment (July 2019)

ARUP Car Parking Statement (July 2019)
Travel Plan (July 2019)
ARUP Transport Response (4 Oct 2019)
TRICS Health Centre Sites
TRICS Hotel Sites
TRICS Hotel Sites Table 3
TRICS Pub Restaurant Sites
TRICS Retail Sites
ARUP Transport Response (6 Nov 2019)

TRICS Hotel Sites Figure 2
TRICS Hotel Sites Figure 1
TRICS Pub Restaurant Figure 2

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

PRE-COMMENCEMENT

3. NOISE ASSESSMENT PLANT, MACHINERY, ETC.: No development shall take place until a noise assessment has been submitted to and approved in writing by the Local Planning Authority. The noise assessment shall be carried out in accordance with BS4142:2014 + A1: 2019 and must firstly identify the existing background noise levels at the boundaries of the development site and secondly identify what the noise levels arising from plant, machinery and deliveries would be during the daytime, evening and night-time periods.

Where the noise assessment demonstrates that any noise impacts arising exceed the existing background noise levels, details of a scheme of noise attenuation and mitigation measures shall also be submitted to and approved in writing by the Local Planning Authority. The development shall therefore be carried out in accordance with the approved details and any mitigation measures implemented prior to the first opening of any part of the development hereby approved which shall thereafter be retained in perpetuity

Reason: To safeguard conditions of amenity for local residents in accordance with Policy DP5 of the Dartford Development Policies Plan.

4. NOISE ASSESSMENT ENTERTAINMENT: No development shall take place until a noise assessment relating to entertainment noise from the function hall and beer garden has been submitted to and approved in writing by the Local Planning Authority. The noise assessment shall be carried out in accordance with the Institute of Acoustics (IOA) good practice guide for pubs and clubs.

Where the noise assessment demonstrates that noise mitigation/sound insulation measures are required, details of a scheme of noise attenuation and mitigation measures shall also be submitted to and approved in writing by the Local Planning Authority. The development shall therefore be carried out in accordance with the approved details and any mitigation measures implemented prior to the first use of the function hall or beer garden which shall thereafter be retained in perpetuity

Reason: To safeguard conditions of amenity for local residents in accordance with Policy DP5 of the Dartford Development Policies Plan and with consideration to the National Planning Policy Framework (2018).

5. EXCEEDANCE PLAN (KCC LLFA): No development shall take place until a detailed surface water drainage exceedance plan has been submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate the direction and volume of overland flow and confirm that exceedance is kept within the site boundary. The development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory means of surface water drainage in accordance with Policy CS25 of the Dartford Core Strategy and Policy DP2 of the Dartford Development Policies Plan and with consideration to the National Planning Policy Framework (2018).

PRIOR TO DEVELOPMENT ABOVE FOUNDATION LEVEL

6. MATERIALS & SAMPLES: Notwithstanding the details submitted with the application, no development above foundation level shall take place until details and samples of the materials for the following elements have been submitted to and approved in writing by the Local Planning Authority.
- a) External surfaces of main building and associated storage structures including facing brick, metal walling, Corten steel mesh, roofing, cladding, and fenestration;
 - b) Balconies and balustrades including soffits;
 - c) Architectural detailing in 1:5 scale (Plan/Section/Elevation) including brick reveals to fenestration, alternating projecting brickwork soldier course above the main bar area (south and west elevations) and pulled/recessed brickwork to the external elevations of the public house/hotel stairwell (north and south elevations) A sample panel shall be prepared on site for all details for inspection.
 - d) Hard surfacing materials to be used in the external finishes of all footpaths, terraces, steps and parking areas,;
 - e) Boundary treatment including detail design and materials for brick boundary and retaining walls, gates and railings
 - f) External rainwater goods
 - g) External Lighting (in relation to design/appearance)

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

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

7. SPECIFIC LANDSCAPE DETAILS: Notwithstanding the details submitted with the application, no development above foundation level shall take place until the following landscape details have been submitted to and approved in writing by the local planning authority:
- a) Planting details and section for hedging to the western boundary including the width of the planting area and topsoil depths;

- b) Updated planting plan and schedule;
- c) A detailed landscape management plan and maintenance schedule covering the first 5 years of establishment;
- d) Freestanding steel pergolas;
- e) Cycle racks and covered cycle stores.

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DP2 of the Dartford Development Policies Plan.

Informative: In connection with condition 7(b) above, the applicant is advised that the proposed Prunus 'Sunset Boulevard' (16-18cm half standard) in the southern boundary planter is not appropriate for trimming and concerns remain regarding the size of the planter and the longevity of the tree. It is therefore suggested that planting is substituted for a large specimen shrub (e.g. large specimen standards of Viburnum tinus or Elaeagnus ebbingei, or a smaller Magnolia cultivar) which is more appropriate in this planter.

8. DETAILS OF EXTRACTION: No development above foundation level shall take place until details for the extraction and treatment of cooking fumes, including details for the control of noise and vibration from the system and details of any external flue, shall be submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is brought into use and thereafter be maintained in accordance with the approved details. No cooking of food shall take place unless the approved extraction system is being operated.

Reason: To safeguard conditions of amenity for local residents in accordance with Policy DP5 of the Dartford Development Policies Plan.

PRIOR TO FIRST USE/OCCUPATION

9. ELECTRICAL VEHICLE CHARGING: The development hereby approved shall not be occupied/used until details of electric vehicle charging points serving 2 car parking spaces within the onsite car parking have been submitted to and approved in writing by the Local Planning Authority. The approved electric vehicle charging points shall thereafter be installed prior to first use/occupation of that premises and, unless otherwise agreed in writing by the Local Planning Authority, shall be retained at all times.

Reason: To ensure that provision is made for the parking and charging of electrically powered cars in accordance with Policy DP1, Policy DP4 of the Dartford Development Policies Plan and Dartford Parking Standards Supplementary Planning Document.

10. LIGHTING STRATEGY: Notwithstanding the details submitted with the application, a detailed lighting strategy shall be submitted to and approved

in writing by the Local Planning Authority. The details shall include external lighting to the building and external areas and shall include light scatter diagrams with relevant contours. The development shall be implemented in accordance with the approved details prior to first occupation/use of any of the buildings hereby approved.

Reason: In the interests of ensuring a good balance is achieved between providing a well-lit environment without prejudicing the amenities of residents living within the scheme in accordance with Policy DP2 and Policy DP5 of the Dartford Development Policies Plan.

11. TRAVEL PLAN: The development hereby approved shall not be occupied/used until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall build on the principles contained within the initial Travel Plan submitted with the application and shall include:

- Details of measures to alleviate parking demand;
- Measures to encourage sustainable travel to and from the site and targets for such sustainable travel arrangements;
- Effective measures for the on-going monitoring and review of the Travel Plan;
- A commitment to delivering the Travel Plan objectives and modal split targets for a period of at least five years from first occupation of any part of the development;
- Effective mechanisms and incentives to achieve the objectives of the Travel Plan by the occupiers of the development.

The development hereby approved shall be implemented in accordance with the approved Travel Plan and adhered to throughout the life of the development. Thereafter a review of the approved measures and their results, including staff travel patterns, shall be submitted annually for a period of 5 years. Any changes or further measures agreed as a result of the annual review shall be implemented in accordance with the agreed details.

Reason: In order to relieve demand on parking and encourage sustainable travel methods in accordance with Policy CS15 of the Dartford Core Strategy and Policy DP3 and Policy DP4 of the Dartford Development Policies Plan.

12. EQUIPPED PLAY AREA: Prior to first occupation of the development hereby approved details of the equipped play area within the pub garden shall be submitted to and approved in writing by the Local Planning Authority and the equipped play area shall be implemented in accordance with the approved details prior to first use.

Reason: To ensure that the play area is equipped to an appropriate standard.

Informative: In connection with condition 12 above, the applicant is advised that play equipment should be appropriate in size for the pub garden and make maximum use of it, without dominating it; to comprise three pieces, which should include using a variety of children's skills and be aimed at as wide an age range as possible; and to include surface protection against wear and tear and safety matting where appropriate.

13. PROVISION OF VEHICLE PARKING, LOADING & TURNING: The development hereby approved shall not be occupied/used until the areas shown on the approved layout as vehicle parking spaces and vehicle loading/unloading and turning facilities have been provided, surfaced and drained. Thereafter, no permanent development, 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 area of land reserved for vehicle parking or in such a position as to preclude its use for vehicle parking.

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

14. CYCLE STORAGE: The development hereby approved shall not be occupied/used until the cycle storage facilities shown on the approved layout plans have been constructed and made available for use. These cycle storage areas shall thereafter be retained and kept available for use by staff, visitors and customers at all times.

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

OTHER

15. BREEAM: The development hereby approved shall achieve not less than BREEAM level 'Very Good' in accordance with the requirements of BREEAM (or such equivalent national measure of sustainability for non-residential design that may replace that scheme from time to time) and shall achieve BREEAM 'Excellent' within the water category, unless otherwise agreed in writing by the Local Planning Authority.

A BREEAM post construction review shall be undertaken confirming the BREEAM rating achieved for the building; this shall be submitted to the Local Planning Authority within 6 months of the first occupation/use of the development.

Reason: To ensure that the development meets the objectives of energy efficiency in new building design and construction pursuant to Policy CS23 of the Dartford Core Strategy and in accordance with the Sustainable Construction Code (Nov 2016) approved pursuant to the outline consent.

Informative: In connection with condition 14 above, the applicant is advised that The Sustainable Construction Code (November 2016) approved pursuant to condition 23 of the outline permission for the area identifies that 'commercial buildings over 1,000 sqm will target BREEAM 'Excellent' where practicable and viable, with BREEAM 'very good' as a minimum'. The construction of the building should therefore still strive to maximise energy efficiency in accordance with this document. The Sustainable Construction Code (Nov 2016) further specifies that all non-residential buildings will achieve BREEAM 'Excellent' within the water category where practicable. For planning purposes this is defined as the achievement of at least 70% of the credits available within this category. The Pre-Assessment confirms that 4 out of 8 available credits have been achieved within the water category (50%), however 5.6 credits out of 8 available credits (75%) would be required to achieve the 'Excellent' level. Improvements are therefore expected and should be robustly justification if not achieved.

16. DELIVERIES & COLLECTION TIMES: No servicing, including waste collection, of the development hereby approved shall take place and no delivery vehicles shall arrive, depart, be loaded or unloaded before 06:30 or after 23:00 Mondays to Saturdays or before 09:00 or after 17:00 on Sundays or Bank Holidays.

Reason: To safeguard conditions of amenity for local residents in accordance with Policy DP5 of the Dartford Development Policies Plan.

17. OPEN HOURS OF PUB/RESTAURANT: The pub/restaurant (A3/A4 uses) hereby permitted shall not be open to the public outside the hours of 07:00 to 00:30 on Sunday to Thursdays and 07:00 to 01:30 on Fridays and Saturdays.

Reason: To prevent loss of amenity due to noise and general comings and goings occurring late at night or early in the morning in accordance with Policy DP5 of the Dartford Development Policies Plan and with consideration to the National Planning Policy Framework (2018).

Informative: The applicant is advised that the hours of operation are subject to separate licencing by Dartford Borough Council and may be restricted further depending on the outcome of noise assessments pursuant to condition 3 and 4, and the controls the operator is advised to put in place to ensure the amenity of those living nearby will be protected.

18. ANCILLARY RESIDENTIAL ACCOMODATION: The ancillary residential accommodation hereby approved shall only be occupied by staff directly employed by the operators of the pub/restaurant or hotel, or their resident dependants.

Reason: To ensure that the accommodation remains ancillary to the main use.

19. PERMITTED LAND USE: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any statutory instrument amending, revoking or re-enacting that Order), the premises hereby approved shall only be used as a public house (with ancillary restaurant, ancillary guesthouse, ancillary function room and ancillary residential accommodation) and for no other purpose whatsoever - including any uses categorised as A4/A3 in the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: The Local Planning Authority wishes to exercise control over future changes of use as other uses may not be appropriate in this location.

20. PERMITTED DEVELOPMENT RIGHTS : Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any other Order amending, revoking or re-enacting that Order), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being obtained.

Reason: To ensure a satisfactory standard of external appearance

INFORMATIVES

1. POSITIVE AND CREATIVE APPROACH TO DECISION-TAKING

In accordance with paragraph 38 of the National Planning Policy Framework, Ebbsfleet Development Corporation, as local planning authority, has taken a positive and creative approach to the proposed development, focusing on finding solutions:

- The applicant/agent was provided with pre-application advice;
- The agent was advised of planning issues during the processing of the application and additional information has been submitted to address these;
- The wording of the pre-commencement conditions has been agreed with the applicants prior to determination;
- The application was determined within the relevant timescales agreed through a Planning Extension Agreement.

2. REASON FOR IMPOSITION OF PRE-COMMENCEMENT CONDITIONS

Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure)(England) Order 2015, the Local Planning Authority is satisfied that the requirements of planning conditions 3, 4 and 5 (including the timing of compliance) is so fundamental to the development permitted that such details must be submitted prior to works commencing on site.

3. OUTLINE PLANNING PERMISSION

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

4. IMPLEMENTATION OF SOFT LANDSCAPING

In connection with condition 5 above the applicant is reminded that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented in accordance with the approved details and in accordance with the timing as set out in condition 65 of outline permission 12/01451/EQVAR.

5. 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.

6. DEVIATION FROM APPROVED PLANS

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

7. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

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

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

8. 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.

9. SOUTHERN WATER COMMENTS

Southern Water confirm that the water supply and sewers services at this location are the responsibility of IWNL. They note that an inset agreement/NAV agreement is in place between Southern Water and IWNL for the supply of water and sewerage services. Southern Water further advise the applicant that the connection/discharge points to the public network and agreed discharge flow rates must comply with inset/NAV agreements terms.

10. SIGNAGE

The applicant is advised that separate advertisement consent will be required for any relevant signage as indicated in the approved plans.

1.0 **SITE CONTEXT AND PROPOSAL**

Background

- 1.1. The application site is formed of an area of brownfield land situated within the Eastern Quarry (EQ) strategic development site in Ebbsfleet Garden City.
- 1.2. EQ, which measures some 270ha in area, is bounded to the south by the A2, the B255 and Bluewater shopping centre to the west, and Alkerden Lane and the settlements of Greenhithe and Swanscombe to the north. Outside the boundary of EQ, the Northfleet West Sub Station site (known as Ebbsfleet Green) being developed by Redrow, is located to the southwest.
- 1.3. Outline planning permission was granted for EQ for up to 6,250 dwellings together with associated open space, social infrastructure and employment floorspace in 2007 and then varied in 2013 with all matters reserved for later consideration. A second variation to the outline approval was granted in March 2018.
- 1.4. The outline permission allowed up to 6250 residential dwellings and up to 231,000 square metres of built floorspace for: business premises; education community & social facilities; hotels; a theatre; supporting retail and leisure facilities, including restaurants and public houses. The maximum floor space for each land use was approved as follows;
 - Residential (C3) 6250 dwellings
 - Office (B1) 120,000m²
 - Retail (A1-A5) 26,000m²
 - Leisure (D2) 50,000m²
 - Hotel (C1) 11,000m²
 - Community Uses 50,000m²

- 1.5. The extant masterplan for EQ takes the form of three connected villages. The first village to come forward is 'Castle Hill' at the eastern end of EQ.
- 1.6. Castle Hill is being brought forward in 6 phases;
- Phase 1, consisting of 150 dwellings to the northwest corner of EQ has been completed and is occupied;
 - Phase 2, located immediately west of Phase 1, consists of 170 market dwellings plus 125 affordable homes has been completed and is occupied;
 - Phase 3A, located immediately west of Phase 2, consists of 154 market dwellings and 42 affordable housing units, is nearing completion and is substantially occupied;
 - Phase 5 comprises the Castle Hill Neighbourhood Centre and is located immediately south of Phase 2. This phase contains a mixed use scheme for commercial/residential which is currently under construction, a community centre and 2FE primary school which opened in 2017. Further residential development within this phase comprises two affordable housing schemes for 69 and 27 dwellings across houses and apartments which are nearing completion, and 69 apartments which have been brought forward under a Local Development Order (LDO) which has commenced with some occupations.
 - Phase 6 is located to the south of the neighbourhood centre. The construction of 138 dwellings within the eastern section of phase has commenced with some occupations; and,
 - The remaining residential development within castle hill has been granted consent and comprises 332 market dwellings and 163 affordable housing units within Phase 4, to the east of the neighbourhood centre, and the west of Phase 6.
- 1.7. Infrastructure construction across Castle Hill is progressing including principal roads and the Fastrack dedicated public transport corridor. A hierarchy of open spaces is being delivered including local neighbourhood greens, a larger village green and a lakeside park. A roundabout has been constructed along Southfleet Road to upgrade the access into the site and this facilitates access to the south of Castle Hill along the southern loop road.

Application Site

- 1.8. The application site is an irregular shape covering an area of approximately 0.4ha. It forms one of the last areas of Castle Hill which does not yet have detailed consent. The redline boundary does include a section of the completed highway within Cherry Orchard to encompass 8 on street parking bays.
- 1.9. The application site is situated to the south west corner of phase 2 and would occupy a prominent corner junction fronting onto Fastrack to the south and 'Cherry Orchard' to the west. To the north the site directly adjoins the residential properties of no.53 Cherry Orchard and the car parking area which serves properties within Cherry Orchard and Swann Street. These properties are

completed and occupied. Immediately to the east the site adjoins undeveloped land presently identified for high density residential development however no formal application has been made for this land. Beyond this parcel, 24.50m meters to the east of the site stands a residential property at no.24 Clapperknapper which is completed and occupied.

- 1.10. Adjacent to the site to the west stands the large village green with Tennis Courts and a LEAP play equipment. Adjacent to the site to south is the Castle Hill Neighbourhood Centre comprising 911m² of retail floor space (A1, A2, A3, A5), a 2FE primary school and community centre and central community car park.
- 1.11. Being a former chalk quarry, the development platform within EQ is considerably lower than the surrounding land and chalk cliffs line the wider site perimeter. Consequently, the topography across EQ slopes significantly and land at the site falls both north to south and west to east.

Proposal

- 1.12. This application seeks approval for reserved matters pursuant to the extant outline permission for Eastern Quarry for conditions 2, 25 and 28 of DA/12/01451/EQVAR.
- 1.13. Pursuant to condition 2 the reserved matters relate to layout, scale, appearance, means of access and landscaping for the construction of a mixed use public house with ancillary restaurant, function room and 17 bedroom guesthouse/hotel.
- 1.14. The operator and applicant has been confirmed as Shepherd Neame, a Kent Family Brewer with a strong presence of 327 pubs across Kent and central London. Shepherd Neame have confirmed that the public house is primarily aimed at serving the local community, adjoining neighbourhoods and business users. The pub/restaurant would provide approximately 160 internal covers with additional outdoor seating. The ancillary function room is to operate as flexible space available to hire for small private functions. The guesthouse is expected to function for business stays, spare accommodation for visiting relatives, and visitors to London or Europe taking advantage of the proximity to Ebbsfleet international station.
- 1.15. The proposals form a 3 storey building fronting the corner junction of Fastrack and Cherry Orchard.
- 1.16. Vehicular access is proposed from Cherry Orchard, to the south of no.53 Cherry Orchard. The route provides access to the parking and deliveries area containing 39 parking spaces, including 2 disabled bays.
- 1.17. Due to the varying ground levels across the site and between adjacent highways, internally the building operates across 4 principal floors and multiple split levels;
 - The lower ground floor which primarily fronts Fastrack comprises; the main bar (142.9m²); the lower bar/snug (52.9 m²); function room

(109.6m²), associated kitchen/bar (10.4 m²) and function room courtyard (28.1 m²). Stair and lift access to upper floors is also provided from this level.

- The upper ground floor comprises; the restaurant area (173.5 m²); the back of house kitchen (101.5 m²); service yard (25m²); rear entrance lobby and reception area (41.17m²); Cellar (29m²); customer toilets (39.9 m²); and staff quarters (changing room, staff room and office - 38.9m²).
- At first floor level 9 no. ensuite guestrooms are found along with the 3-bed managers flat (114 m²) and plant room (35.5m²).
- At second floor level a further 8 ensuite guestrooms are located alongside small storage areas.

1.18. Externally, a small pub garden is proposed to the north of the main building adjacent to the vehicular access into the site. Outdoor seating also wraps around the south-west corner, situated across a cascade of terraces which take up land levels and provide different entrance and access points to the building.

1.19. The principal pedestrian access into the public house is provided from the south-west corner of the proposed building fronting Fastrack. The entrance would be directly accessed from Fastrack via steps or alternatively from Cherry Orchard Drive via a level threshold. A separate entrance to the lower ground floor is available further to the east on Fastrack, providing access to a lobby between the function room and lower bar/snug. A separate entrance to the north-west elevation provides access into the pub/restaurant on the upper ground floor level, and a fourth entrance to the north provides direct access from the car park to the hotel/guesthouse reception lobby situated on the upper ground floor level.

1.20. Pursuant to condition 25 of the outline permission for EQ which requires the submission of details to be provided with any Reserved Matters application, details of the following sections in relation to the condition have been provided in the submission and will be discussed in the appraisal section below:

- (a) Layout plan;
- (b) Hard and Soft Landscaping;
- (c) Materials;
- (d) Street lighting and street furniture;
- (e) Boundary treatment;
- (f) Surface finishes, hard landscaping details;
- (h) External lighting (to buildings, car parks etc.); and,
- (j) Cycle parking.

1.21. Details relating to part g) schedule of open space; part i) public art; part k) television receivers; l) signage and interpretation; and m) layout of community buildings are not relevant to this application.

1.22. In accordance with condition 28, a noise impact appraisal assessment has been submitted for the development.

1.23. The application is supported by the following documents and plans:

- Plans:
 - Location Plan
 - Layout Plans
 - Contour Plan
 - Elevations (including indicative materials)
 - Site sections
 - Streetscene elevations
 - Refuse strategy
 - Hard and soft landscape layout plan
 - External Lighting Layout
 - Swept Path Analysis
- Planning Design and Access Statement
- Landscape Master Plan
- Drainage Statement
- BREEAM Pre-Assessment
- Noise Impact Appraisal Assessment
- Car Parking Statement and Travel Plan

2.0 RELEVANT PLANNING HISTORY

- 2.1. DA/03/1134/OUT Outline permission for a mixed development comprising up to 6,250 dwellings and up to 231,000sq metres of built floorspace for: business premises; education; community & social facilities; hotels; theatre; & supporting retail & leisure facilities & associated works. Approved 13.11.07
- 2.2. DA/12/01451/EQVAR S73 application for the variation of conditions of DA/03/1134/OUT to reflect a revised disposition of land uses across the site. Approved 18.01.13
- 2.3. The outline planning permission reserved all matters for future development but fixed certain elements including:
- A 'Land Use Disposition Plan' was approved as part of the permission and this shows spatially how the development should come forward;
 - Several strategies (covering landscaping, design, phasing, public art, community participation, community and leisure facilities, sustainable development, education and transport) which form a framework for the development as it comes forward were secured by the planning permission and S106 Agreement.

Masterplans

- 2.4. The outline permission sets a structured approach to the consideration of reserved matters as phases come forward over time. The structure of the required documents are set out in the following hierarchy:

- Site Wide Master Plan (SWMP) – originally granted in 2008 and revised 2013 (12/01452/EQCON) which identifies the broad location and approximate disposition of land uses across the site.
- Area Master Plan (AMP) – required for each parcel of land for each phase as the development proceeds. Each AMP shall generally accord with the SWMP and provide greater detail on matters such as land use, building heights, density and indication of private/affordable sub areas.
- Area Design Code – The design code follows on from the relevant AMP and should provide the necessary detail to inform final design, being such matters as, architectural style and treatment, surface finishes, materials pallets, building forms and soft landscaping.

2.5. The AMP for Castle Hill was originally approved in March 2008 (DA/07/01326/EQCHC). Following approval of the subsequent S73 application for EQ in 2013, Castle Hill was sub-divided into 3 parcels for the purposes of the AMP (Castle Hill Central/Castle Hill East/Castle Hill South). The AMP for Castle Hill Central, in which this application site is located, was granted in October 2014 (DA/14/00584/EQCHC). For the most part, the area is designed to be low to medium density residential development, with higher density housing situated along the Fastrack public transport corridor. This important route runs through the middle of the area and intersects with the mixed use local centre created at the heart of the village comprising a village green, mixed use high density public square, primary school, community centre and health centre.

2.6. The application site is covered by two Design Codes; Castle Hill North which was last approved in 2015, and Castle Hill Centre which was subsequently approved in 2016 and covers the heart of Castle Hill including the mixed use commercial. Both codes identify the application site for a Landmark building containing commercial uses and indicate that a Pub/Hotel use would be appropriate. Both codes also provide design principles for a contemporary interpretation to a traditional Kent village together with the methodology for approaching the public realm.

3.0 PUBLICITY, CONSULTATION AND REPRESENTATIONS

3.1. The application was publicised in the Ebbsfleet Development Corporation (EDC) Weekly list, by site notice, by press notice and by 37 neighbour notification letters.

- Neighbour notification letter expiry date: 05 Sep 2019
- Site notice expiry date: 06 Sep 2019
- Press notice expiry date: 12 Sep 2019

3.2. The following organisations were consulted and responded on the application as follows;

Dartford Borough Council - Environmental Health Officer (EHO):
(Received 11.09.2019) The Borough Council's EHO advised that;

- The Noise Impact Appraisal Assessment does not adequately evaluate the potential impact of the plant equipment or music breakout from the pub/hotel.
- The latest version of the NPPF (Feb 2019) should be used and the use of BS8233:2014 for reference levels is inappropriate.
- A BS4142:2014 (now BS4142:2014+A1:2019) assessment is necessary and should include a realistic assessment of the likely impact of musical entertainment within the building or from voices etc. from the external areas.
- The noise from plant and equipment, deliveries etc. should include penalties for acoustic characteristics, such as tonality, impulsivity, intermittency etc. to take account of the psychoacoustic effects that can occur in accordance with BS4142:2014+A1:2019.
- Noise from music and disturbance from the beer garden can also be corrected in such a manner as suggested in BS7445-1:2003 section 5.5.

EDC Officer Response: In response to these comments the applicants requested that a Noise Impact Appraisal Assessment in accordance with BS 4142 : 2014 + A1 : 2019 and for relating to entertainment noise from the function hall and beer garden be secured by pre-commencement conditions, alongside conditions managing deliveries and waste collection times. Discussions between the applicant's acoustic consultants and DBC's Environmental Health Officers confirmed that the appropriate methods of assessment can be secured through conditions and, should adverse impacts be identified through the assessments, there will be engineering means to mitigate. Wording of conditions have been agreed with the applicants and the EHO and ensures the methods of assessment and mitigation is properly secured.

KCC Highways and Transportation:

(Received 02.09.2019) KCC's Development Planner acknowledges the sustainable location of the development in the context of infrastructure links and Fastrack. They also note there is a need to not over provide car parking on the restaurant/public house site in order to deter residents from driving to the site. Clarifications related to the Car Parking Statement and layout were raised initially and additional information on staffing, TRICS data, accumulation and demand profiles were requested.

(Received 29.10.2019) In response to the applicants clarifications and the provision of the raw TRICS data, KCC confirmed that new assessments using the TRICS 7.6.3. version should be undertaken and provided in order to ensure data outputs and scenarios were up to date and relevant to the proposals.

(Received 12.11.2019) Following the provision of clarifications and additional information by the applicant, KCC have confirmed that they are satisfied with additional information provided and confirmed that the updated TRICS information is acceptable. They agree that the peak forecast of 75 cars is a realistic and founded on a robust assessment. The provision of 38 car parking spaces onsite, plus the 8 on-street spaces and the shared use of the community

car park spaces is considered an acceptable level of car parking provision for the proposals.

Final conclusion of no objection, subject to standard informatives and conditions securing; the inclusion of onsite electrical vehicle charging points (EVCP); the provision and permanent retention of the vehicle loading/unloading and turning facilities; the provision and permanent retention of the cycle parking facilities and an updated Travel Plan to include objectives and modal-split targets, a programme of implementation and provision for monitoring, review and improvement.

EDC Officer Response: The provision of 2 active EVCP, the provision of vehicle parking, loading and turning facilities, and an updated Travel Plan are identified in the recommended conditions.

KCC Lead Local Flood Authority:

(Received 30.08.2019) Comments confirm no objection in principle. It was however noted that an exceedance plan which demonstrates the direction and volume of overland flow had not been submitted and should be secured by condition prior to commencement. It was further noted that exceedance must be kept within the site boundary.

EDC Officer Response: The applicant has subsequently confirmed that the car park is designed to flood in the extreme event, for the 1 in 100yr plus climate change allowance, and that exceedance is contained within the car parking area. A planning condition requiring an exceedance plan to be submitted and approved prior to commencement has been agreed with the applicant.

Police Crime Prevention Officer

(Received 05.09.2019) Initial comments identified that the applicant had not engaged with Crime Prevention and there were issues that needed to be discussed.

EDC Officer Response: These comments were passed onto the applicant and Kent Police have subsequently confirmed that they have met with the applicant/agent to discuss CPED and have no comments to make against the proposals.

Thames Water

(Received 30.10.2019) Thames Water advise that the application does not affect Thames Water in terms of Waste water and therefore they have no comments to make.

Southern Water

(Received 04.09.2019) Southern Water confirm that the water supply and sewers services at this location are the responsibility of IWNL. They note that an inset agreement/NAV agreement is in place between Southern Water and IWNL for the supply of water and sewerage services. They further advise that connection/discharge points to the public network and agreed discharge flow rates must comply with inset/NAV agreements terms.

EDC Officer Response: Inset agreement and requirements outlined by Southern Water to be noted to applicant as informative.

3.3. The following organisations were consulted on the application and no comments were received:

- Ebbsfleet Ward Councillors
- Castle Hill Residents Association

3.4. No other representations have been received either in support or in objection to this application.

4.0 PLANNING POLICY

4.1. National Policy & Guidance

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

4.2. Development Plan

4.2.1. Dartford Borough Council – Core Strategy (2011)

CS1 - Spatial Pattern of Development
CS4 - Ebbsfleet to Stone Priority Area
CS5 - Ebbsfleet Valley Strategic Site
CS7 - Employment Land and Jobs
CS8 - Economic Change
CS14 - Green Space
CS15 - Managing Transport Demand
CS17 - Design of Homes
CS23 - Minimising Carbon Emissions
CS24 - Flood Risk
CS25 - Water Management
CS26 - Delivery and Implementation

4.2.2. Dartford Development Policies Plan (2017) (DDPP)

DP1 - Dartford's Presumption in Favour of Sustainable Development
DP2 - Good Design in Dartford
DP3 - Transport Impacts of Development
DP4 - Transport Access and Design
DP5 - Environmental and Amenity Protection
DP6 - Sustainable Residential Locations
DP7 - Borough Housing Stock and Residential Amenity
DP8 - Residential Space and Design in New Development
DP9 - Local Housing Needs
DP11 - Sustainable Technology and Construction

4.3. Other Guidance

Ebbsfleet Implementation Framework (2017)

5.0 PLANNING APPRAISAL

Principal Issues

- 5.1. The main issues to be considered in connection with the proposals are the principle of development, appearance, landscaping, layout, scale, parking/highway issues and neighbouring amenity. Intrinsic to the assessment of these issues is whether the proposal complies with local and national policy and the overarching aims of the strategic framework (parameter plans, Masterplan and strategies) for the wider site.

Principle of Development

- 5.2. The NPPF has a presumption in favour of sustainable development, in relation to decision-taking this means approving development proposals which accord with the development plan without delay. The adopted Core Strategy is the development plan for the area and the application should be determined against the policies in this plan, unless material considerations suggest otherwise. The NPPF states that for decision-making purposes, Local Plan policies should not be considered out-of-date simply because they were adopted prior to the publication of the NPPF. It is considered that the Core Strategy is broadly consistent with the NPPF and that due weight should be given to the relevant policies in the Plan, in accordance with paragraph 213 of the NPPF.
- 5.3. Policy CS4 of Dartford Borough Councils Core Strategy identifies a series of Priority Areas where the majority of future development within the Borough will take place. Each Priority Area is comprised of a number of major sites, which have been assessed for their suitability for housing and employment use. Ebbsfleet, Eastern Quarry and Northfleet West Sub Station (NWSS), at the eastern end of the Priority Area, are the most significant of the sites and jointly form the Strategic Site referred to as Ebbsfleet Valley.
- 5.4. Policy CS5 of the Core Strategy sets out development aspirations for the Ebbsfleet Valley Strategic Site and includes the need for facilities required to support the community. In particular, the provision of new homes, jobs and infrastructure including leisure facilities and community meeting places, provided at an appropriate stage of development, in appropriate locations which complement the existing provision in adjoining communities. To meet these aspirations the policy identifies the need for a mixed-use centre at the heart of each residential village to include community facilities and local shops.
- 5.5. The principle of development has been established by the outline planning permission and its provision drawn down through the suite of documents (Site Wide Master Plan, Castle Hill Central Area Master Plan and Castle Hill Central Neighbourhood Area Design Code) that have all been approved pursuant to the outline permission, and form a comprehensive strategy and set of objectives for delivery of a commercially led Public House or Pub/Hotel use in this location.

- 5.6. The outline permission requires details submitted as Reserved Matters to generally accord with the relevant Area Master Plans (AMP). The AMP for this area identifies the application site as a mixed use development, forming part of the active centre of Castle Hill Village. The AMP also sets out the anticipated floor spaces for Castle Hill against the maximum floor spaces secured at outline stage. It states that no more than 2500m² of retail (A1-A5) would be provided in Castle Hill and that no standalone hotel (C1) uses were anticipated.
- 5.7. The proposed development for a public house with ancillary restaurant, guest house and managers accommodation would provide a mixed commercial use that broadly accords with the overall strategy established in the AMP and will contribute to the mixed-use centre at the heart of Castel Hill. The proposed Gross External Area (GEA) for the development equates to 1813m² and can be broken down into the following principle and ancillary land uses;

Land Use	GEA Floor Space
Principal Pub/Restaurant (A4/A3)	884 m ²
Ancillary Hotel/Guesthouse (C1)	815 m ²
Ancillary Managers Accommodation (C3)	114 m ²
Total GEA	1813 m²

- 5.8. The sizes and scale of the Public House and it's ancillary uses is considered to be appropriate in terms of its use. Considered as a whole the GEA of the development combined with extant approvals for the commercial centre is more than the AMP had anticipated, resulting in a cumulative retail floor space provision (A1-A5) within Castle Hill of approximately 2700m². The floor space does however include an ancillary restaurant, management flat and ancillary guest house accommodation.
- 5.9. On balance the overprovision of 200m² is limited and the proposed retail development and its ancillary uses are considered to be in general accordance with the AMP. Furthermore, the proposed development is not considered to undermine the land use principles as set out in the outline consent for the site as a whole.
- 5.10. Overall the principle of a mixed use development in this location has already been established by the outline planning permission and the proposed development is considered to fit within the established vision, reflecting the detail of the aforementioned approved plans and documents.

Reserved Matters – Access

- 5.11. Matters relating to access include consideration of the accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Matters relating to parking provision will be considered separately under the Highways section below.
- 5.12. Section 9 of the NPPF provides guidance for promoting sustainable transport where paragraph 102 supports opportunities to promote walking, cycling and

public transport use. This is supported by Policy CS15 of the Core Strategy which encourages mixed use development and close interrelationship between different land uses as well as the provision of Fastrack to minimise car use and make effective and sustainable use of the transport network. Policy DP3 of the DDPP requires development to be appropriately located to minimise and manage arising transport impacts and DP2.d and DP4 promote the prioritisation of walking, cycling and public transport through clear linkages and permeability. Delivery Theme 3 in the Ebbsfleet Implementation Framework on 'Connected People and Places' promotes legible networks and the creation of safe, integrated and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport.

- 5.13. The principal routes and junctions through EQ and the spine roads that surround the application site have already been approved at outline stage and subsequent advance infrastructure applications. Access to the site has therefore already been secured by high level documents and previous detailed permissions for highway infrastructure. As such, the site fits well into the wider road, pedestrian and cycle network and public transport corridor since this has been planned strategically.
- 5.14. The application site sits on the corner of two major spine roads through Castle Hill and is in a highly sustainable location, in the heart of the village, adjacent to other mixed use development and fronting Fastrack. The corner plot is formed by 'Cherry Orchard' running north to south which forms a key route to the village centre for all traffic, and 'Fastrack' running east to west which forms the dedicated public transport corridor through Castle Hill.
- 5.15. Vehicular access to the site is proposed from Cherry Orchard, adjacent to residential property of 53 Cherry Orchard to the north. The route provides access to the on-site car park and deliveries area. No other vehicular access or through routes are proposed which is considered appropriate given the scale of the development.
- 5.16. Servicing access is to be taken from the same public entrance. A number of operational/servicing activities in relation to the running of the pub/restaurant and hotel/guesthouse will require large vehicles to access the site. Activities are likely to include deliveries, collection of refuse/recyclable materials. Tracking of larger vehicles has been assessed as part of the application to ensure the design of the car park allows for manoeuvring of larger vehicles on site. The Highway Officer has raised no concerns with regards to access, manoeuvrability or tracking.
- 5.17. The development sits within a network of pedestrian-friendly routes which encourage walking and cycling through their design, layout and generous pavement widths. Fastrack further incorporates an 'Off-road Cycle Superhighway' ensuring cycle connectivity to the development across Castle Hill and the wider Eastern Quarry. Onsite cycle storage for visitors and staff has been provided close to the main entrances.
- 5.18. Pedestrian access into the building itself is provided from three angles of approach:

- **Fastrack (south)** : direct access from Fastrack to the main bar area on the lower ground floor level.
 - **Fastrack (south)** : direct access from Fastrack to the stairwell lobby between the function room and lower bar/snug, on the lower ground floor level.
 - **Cherry Orchard (west)** : direct access from Cherry Orchard to the restaurant area on the upper ground floor level.
 - **Rear (north)** : direct access from the car park to the hotel/guesthouse reception lobby situated on the upper ground floor level.
- 5.19. Despite difficulties with the sloping topography, step-free access to each entrance and all parts of the building is achieved via lift access. Full accessibility around the site is therefore available to people with disabilities and those who are less mobile.

Reserved Matters – Layout

- 5.20. Consideration in respect of layout include the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
- 5.21. The NPPF encourages the provision of safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and avoiding street clutter (paragraph 110). The NPPF sets out that the layout of new development should provide be successful, function well and add to the overall quality of an area (paragraph 127) and policy DP2 of the DDPP. Part 1c) of policy DP2 states that good design should facilitate 'a sense of place, with social interaction, walking/ cycling, health and wellbeing, and inclusive neighbourhoods, through a mix of uses and careful design and layout', while part 1d) seeks development to provide permeability through clear pedestrian and cycle linkages, active frontages, and a fine grain mix of buildings and spaces. Part 4 of the policy requires spaces to be designed to be inclusive, safe and accessible for the whole community, reducing the fear of and opportunities for crime. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the design of new neighbourhoods follows good urban design principles to deliver, attractive, safe and efficient layouts that contribute positively toward an appropriate character for Ebbsfleet.
- 5.22. The layout of the proposed development situates the building towards the south-west of the site, taking advantage of the prominent corner position and providing a strong anchor between Fastrack and Cherry Orchard. Strong active frontages to both routes are provided and outdoor seating on raised terraces wrap around the corner of the building, taking up the natural levels of the site which will ensure a populated public interface to the building. Car parking and servicing is positioned to the rear of the building (north), and comprises 39 parking spaces, including 2 disabled bays. The car park is well set-out and is offered natural surveillance from the upper floors of the hotel/guesthouse corridors and adjacent residential development. The position, scale and architectural detailing of the rear entrance further ensures that it will not feel like a 'back-of-house' entry point.

- 5.23. The internal layout of the building operates across 4 principal floors, and multiple split levels due to the changing levels of the site:
- The lower ground floor comprises the double height main bar area which leads down to a smaller snug and onto the function room with associated kitchen/bar via a separate lobby.
 - The upper ground floor comprises the rear entrance lobby and reception area which leads to the customer toilets and staff quarters to the east and the restaurant area to the west which overlooks the main bar area. Also contained at this level towards the back of the plan is the kitchen, cellar and enclosed service yard for the storage of refuse and recyclable waste.
 - The first and second floors comprise 17 ensuite guestrooms along with the 3-bed manager's flat and plant room.
- 5.24. Internally the layout manages to resolve a complex programme into a legible structure. The levels have also been co-opted to create a range of internal spaces, from the double height main bar to the smaller snug area, which will provide choice and interest for customers and contribute to the character of the building and allowing for different social interactions.
- 5.25. Overall the layout is considered to be tightly conceived, well designed, and integrates well with the surrounding pedestrian and cycle routes. The layout and entrances are clearly defended, aiding easy navigation into and around the site. The use of changing levels across the site and response to topography to create a cascade of levels with good accessibility and linkages to the surrounding development is commendable.
- 5.26. Due regard has been given to secure design that helps avoid crime and it is considered that the layout and design of the scheme follows principles to create a safe and secure environment. Kent Police's Crime Prevention Officers have confirmed that they have met with the applicants and raise no objection to the proposals.

Reserved Matters – Scale

- 5.27. Consideration of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings.
- 5.28. Matters of scale are intrinsically linked to good design quality as set out in NPPF Paragraph 124 and policy DP2 of the DDPP, which require developments to be visually attractive, function well and add quality to the area to making high quality and inclusive design for all developments.
- 5.29. The outline permission requires details submitted as Reserved Matters to generally accord with the relevant AMP and Design Codes. The AMP identifies appropriate heights for development according to their location, relationship to open spaces, road hierarchy and corresponding density. It sets a building height range of up to 6 storeys at this site and advises that a landmark building should

denote the gateway point of the junction between Fastrack and Cherry Orchard. The Design Codes maintained the landmark function of the building but reduced the number of storeys, stating a minimum of three storeys (in terms of floors) would be expected with the scale and height of the building expected to increase as the buildings approaches the Fastrack and Cherry Orchard junction.

- 5.30. The proposed building is of a substantial size but is necessarily big in light of its function. Covering four floors, the gross external area (GEA) of the building is 1813m². The length of the building (east-west) is 49.5m and is approximately 24.5m in width (north-south). The building will generally provide a 3.5 storey building fronting both Fastrack and Cherry Orchard. The roof form of the building rises at the corner to provide a landmark feature with 4 storey proportions. To the rear (north) the scale of the building is reduced to two storey and single storey forms, housing the plant room and back of house servicing areas.
- 5.31. Given the change in levels at the site, it is difficult to give overall heights. The tallest element of the building which forms the south-west corner measures 14.25m in height from Fastrack, with the main frontages on Fastrack and Cherry Orchard having a typical height of 12m.
- 5.32. While the building does not reach the upper storey heights recommended by the AMP, the scale of the building accords with the parameters of the Design Code. The overall height and design is considered to be appropriate and will contribute to the identification of the building as a key part of the commercial area of Castle Hill, as well as being a landmark feature visible from a distance.
- 5.33. In terms of the surrounding development, the site is adjoined by 2 storey residential dwellings to the north, 3 storey residential dwellings to the east and stands adjacent to the 5 storey commercial centre and apartment building to the south. Street Scene Sections (A-L-(00)-0123 Rev PL1) submitted with the application depict the relationship between the proposed development and the existing/emerging buildings in its vicinity. The street sections demonstrate favourable scale relationships between buildings, ensuring a landmark scale is achieved whilst being respectful to the context of 2-3 storey residential neighbours.

Reserved Matters - Appearance

- 5.34. Matters of appearance refer to a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 5.35. The NPPF sets out the creation of high quality buildings and places as being fundamental to what the planning and development process should achieve. It identifies good design as being a key aspect of sustainable development, creating better places in which to live and work and helping make development acceptable to communities (paragraph 124). It states planning decisions should

ensure developments function well and add to the overall quality of the area for the lifetime of the development, demonstrate good architecture, are sympathetic to local character and history including the surrounding build environment (paragraph 127) and states that planning permission should be refused for 'development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions' (paragraph 130). Policy CS4 of the Core Strategy on the Ebbsfleet to Stone Priority Area promotes the creation of a chain of distinctive and individual but linked communities with built development 'reflecting the varied heritage of the area in order to create a sense of place'. Policy DP2 of the DDPP sets out design principles for Dartford which includes a response, reinforcement and enhancement of positive aspects of the locality including cliff faces, facilitation of a sense of place with social interaction and use of materials which should be sourced locally. Delivery Theme 1 of the Ebbsfleet Implementation Framework on the creation of 'Quality Homes and Neighbourhoods' promotes the delivery of high performing, high quality, homes and buildings.

- 5.36. The Design Code does not specify a particular architectural style or treatment to be followed for the pub/hotel but advises that commercial development in the central area should provide a good relationship between ground floor uses and the street. Permeable facades are recommended to assist in populating the public realm and creating a sense of place. The Design Code further suggests that buildings should have a strong sense of identity and street presence and recommends the use of simple, uncluttered materials. An indicative materials pallet is suggested including green roofs, glazed facades, Corten steel, brick facades with projecting balconies, aluminium windows and brick detailing.
- 5.37. The architectural approach and character narrative draws inspiration from the history of the quarry and the unique landscape that the quarrying process has left behind. The mass, scale and pallet of materials is informed by the industrial architecture of the former quarry. This choice of narrative is supported by the Design for Ebbsfleet guidance which developed 'The Coombe' design narrative for the landscapes of Eastern Quarry, and was informed in part by the surrounding chalk cliffs and the industrial architectures of the cement works.
- 5.38. Along its main frontages the built form of the building can be broken down into 4 different blocks which provides a strong collection of robust forms, assimilating an industrial style of architecture. The roof form of these elements are made up of multiple shallow pitched gables which takes influence from the original industrial buildings within the quarry, but also provide a strong relationship with the domestic roof pitches of adjacent housing. The roof form to the corner of the building rises to provide a landmark feature that will appear in views from the north and will be visible from parts of the surrounding quarry. The two blocks that flank the north and eastern end of the building have been made subservient to the landmark corner which punctuates the junction between Fastrack and Cherry Orchard Drive and addresses the 5 storey central area development to the south. Flats roof areas are concealed behind shallow pitched parapets. The flat roof to the east of the building has been utilised for photo voltaic panels, taking advantage of the southerly aspect and to enhance the energy performance of the building. The Single storey flat roof elements to

the north of the building which address the car park are concealed with Corten effect parapets but will be planted with sedum roofing, ensuring an attractive finish when viewed from the hotel/guesthouse corridors or adjacent housing schemes.

- 5.39. At ground floor level large glazed windows and bi-folding openings provide active frontages onto outdoor seating ensuring a populated public interface to the building. Principal entrances are highlighted with Corten steel canopies and lobby areas. Fenestration openings above ground floor level have been designed to form random patterns of simple openings.
- 5.40. The proposed pallet of materials reflects the tones and textures of the quarry walls, the industrial heritage of the quarry and generally accords with the indicative materials palette suggested in the Design Code. A multi-tone grey/off white brick (Weinerberger Marziale) is proposed alongside a Staffordshire blue brick which is incorporated on key elements of the building, providing a contrast between building forms, and to ground and emphasizes the glazed entrances fronting Fastrack. Solid Corten effect metal cladding and mesh is deployed to enhance principle entrances and screen key service areas. To the upper levels perforated steel mesh provides screen details to balcony guarding and the plant room service area. Opportunities for planting to climb through the perforated steel and across the building in key areas are also provided. Windows and doors will be powder coated aluminium in dark grey and are set back with a brick width reveal to provide recesses and shadows, enlivening the facade.
- 5.41. Build quality of materials has also been considered by the applicant who confirms that they are robust and specified to ensure necessary wear and tear and minor vandalism, durable and easy to maintain/replace. Materials will weather well and not attract dirt or be easily damaged.
- 5.42. In response to pre-application advice, architectural detailing has been considered and incorporated within the facades of the building. A brick soldier courses run across multiple openings and vary from level to level; a triple layer soldier course is included above ground floor level and is enhanced above the main bar area with alternating projecting brickwork. These subtle detailing features are considered key to the high quality finish. While these features have been identified in the application documentation, some of the specific detailing has not been submitted and is therefore considered appropriate to secure by condition.
- 5.43. The provision of signage has been considered and detailed indicatively in the submission. Cut-out lettering and stand-off signage is shown and would sit comfortably within the fabric of the building. An informative will be added to note that separate advertisement consent should be sought for relevant signage.
- 5.44. Overall it is considered that the architecture and materials has responded very positively to the site's history and landscape, with form and massing creating a robust building with a distinctive silhouette that engages with the wider quarry landscape and provides a landmark building on the prominent corner site.

Façades are intelligently articulated with an approach to the organisation of elements, details and a materiality that reinforces the design narrative.

- 5.45. The development will provide a characterful and distinctive addition to Castle Hill and the wider Ebbsfleet Garden City, providing a strong sense of place for residents and locals to congregate.

Reserved Matters – Landscaping

- 5.46. This reserved matter considers the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated including screening by fences, walls or other means; the planting of trees, hedges, shrubs or grass; formation of banks, terraces or other earthworks; the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and the provision of other amenity features.
- 5.47. The NPPF states that planning decisions should aim to ensure developments are visually attractive as a result of appropriate landscaping (paragraph 127), identifying the importance of good landscaping being intrinsic to good quality design, as advocated by policy DP2 of the DDPP, which states that consideration will be given to how landscaping relates to neighbouring buildings. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscaping to promote healthy landscapes and encourage active lifestyles.
- 5.48. The design code provides an illustrative planting pallet for street trees. Opportunities within the site for trees and soft landscaping are limited, notwithstanding this, the proposals incorporate: a small planted pub garden with lawn; Hedge, shrub and tree planting are deployed throughout the car park to soften existing retaining walls, and break up the expanse of hard surfacing; A 'gateway' entrance created by freestanding steel pergolas and climbing plants enhances the access from the car park; Planting beds and raised planters are used upon the terraces, framing entrance points and further enhanced with lighting.
- 5.49. The initial landscape proposals were considered to be well thought out, with an interesting use of planting and materials (including Corten steel), which will help to give the area a sense of identity. Planting along the western boundary has been amended during the course of the application and now incorporates hedging to soften the boundary fencing of the external seating area. Additional planting details for this hedging have not been provided and have therefore been secured by condition. Some species have still been identified as inappropriate. Updated planting details has therefore been secured by condition.
- 5.50. The hard landscape proposals are generally well designed using high quality materials within the terrace and around the perimeter of the building. Hard paving level with Fastrack is in keeping with the approved Public Realm Strategy and consistent with earlier approvals for Castle Hill. Details of the

freestanding pergolas, cycle racks and covered cycle stores have not been provided and have therefore been secured by condition.

- 5.51. Page 2 of the Landscape Masterplan document indicates the area to the immediate north of the building as a 'pub garden and children's play area'. The detailed drawings show this space as artificial turf with border planting, with no play elements for children. Although this is a relatively small space, some small informal play elements could be added (e.g. stepping stones, balance beams) in order to provide interest for children. The applicants have agreed to provide appropriate play equipment and have asked for this to be reserved by condition. A condition and informative is therefore included.
- 5.52. The Landscape Masterplan (Issue 5), detailed planting plans (including planting schedule) and hard landscape drawings (0150/19/B/2C and 0150/19/B/3A) secure the planting and landscaping within the site boundary. It should be noted that the public realm treatment of Fastrack to the south of the site is subject to a separate application which has been submitted by Henley Camland and is currently being considered by EDC (application ref. EDC/19/0143). The current application confirms that landscape design teams have worked closely to ensure the schemes are complimentary and there is a seamless transition between the parcel and the public realm. The planting details within the public realm to the immediate south of the proposed terrace and in front of the function room will incorporate generous planting beds and assist in enhancing entrances and zoning potential spill-out activity from the function room in particular (subject to Henley Camland submission).
- 5.53. The position and layout of the proposal does not necessitate extensive boundary treatments. There is a limited amount to the parking courtyard to the rear of the building consisting of red brick walls which will be indicated as matching existing retaining walling. Staffordshire blue brick walling is proposed to the pub garden, the function room courtyard and along the terrace edges. Around the terracing, walls will generally be topped with black 1.2m tall railings. Where detailed designs have not been provided for these will be secured by condition.
- 5.54. Overall the soft and hard landscaping will create an attractive and inviting environment, consistent with the aims of the Area Master Plan and Design Code and national and local policy.
- 5.55. Condition 65 of the outline permission requires landscaping schemes to be implemented during the first planting season following completion of the relevant area and thereafter be maintained for a period of 5 years, during which time any trees, shrubs or grassed areas that die must be replaced. The application includes planting details which provide some planting and maintenance guidelines, however a detailed landscape management plan is required and has therefore been secured by condition.

External Lighting

- 5.56. An external lighting layout (1100 Rev 02) and elevation details (6100 Rev 01 and A-L-(00)-0126) have been submitted by the applicants along with a lighting fixtures schedule (02). The details indicated that lighting will be used to highlight the landmark building and its architectural detailing without compromising the amenity of nearby residential properties. Notwithstanding these details, a detailed lighting strategy include light scatter diagrams with relevant contours is to be conditioned in order to ensure a good balance is achieved between providing a well-lit environment without prejudicing the amenities of nearby residents

Neighbouring Residential Amenity

- 5.57. The NPPF states that Local Planning Authorities should avoid granting consent for development which would give rise to significant adverse impacts on health and quality of life and should mitigate and reduce to a minimum other adverse impacts arising from new development. Local Policy DP5 of the DDPP seeks to ensure developments are compatible with residential functions and would not harm their amenity by potentially harmful factors including overshadowing, overlooking causing loss of privacy, and intensity of use, including noise and the hours of operation.
- 5.58. The application site is part of a much larger redevelopment site, of which significant areas are already under construction and occupation of completed residential units are taking place. The application site sits within Phase 2 which has been largely completed and is substantially occupied. The closest existing properties are no.53 Cherry Orchard which adjoins the site to the north, adjacent to the car park area and no.24 Clapperknapper which is situated 24.5m to the east, beyond an undeveloped parcel of land presently earmarked for high density residential development.
- 5.59. As noted above, the principle of a Public house or Pub/Hotel use in this location has been established by a suite of documents (Site Wide Master Plan, Castle Hill Central Area Master Plan and Castle Hill Central Neighbourhood Area Design Code) that have all been approved pursuant to the outline permission. Notwithstanding this the detailed position, layout and design of the development is considered to be sufficiently distant from all neighbouring properties and would not introduce unacceptable relationships of overlooking, loss of outlook, daylight or sunlight.
- 5.60. Condition 28 of the outline permission requires the submission of a noise assessment and mitigation report for a part of the development which abuts a principal highway or commercial use. A Noise Impact Appraisal has been submitted with the application. Dartford Borough Councils Environmental Health Officer (EHO) has been consulted. Initial comments raised concerns with the content of the noise appraisal. The applicant was advised to update the Noise Impact Appraisal to quantify and evaluate potential impact of the plant equipment and music breakout from the pub/hotel and its outdoor spaces in accordance with BS4142:2014+A1:2019. While the updated Noise Impact Appraisal Assessment has not been provided as part of the submission, the applicant and EHO have agreed that the noise assessment and noise

attenuation/mitigation measures (if shown to be relevant) can be secured by pre-commencement conditions. The EHO and applicants both agree that should adverse impacts be identified through the assessments there will be engineering means to mitigate.

- 5.61. In the interest of neighbouring residential amenity, a condition is recommended by the EHO to restrict delivery and waste collection times to avoid early morning and late evenings. The noise impact assessment further suggested opening hours for the pub/restaurant. The EHO has confirmed that the suggested hours are subject to separate licencing and may be restricted further depending on the outcome of noise assessments conditioned separate. The requirement of licencing and potential of restricted hours will be highlighted to the applicants by way of an informative. No details of plant or methods of extraction for cooking fumes have been provided. A condition has therefore been recommended to secure these details.
- 5.62. A Code of Construction Practice has previously been secured under condition 36 of the outline permission with which the developer is required to comply. It is therefore considered that adverse amenity impacts from the construction phase are already satisfactorily controlled and it is not considered necessary to impose further conditions in relation to construction practices.

Parking and Highways

- 5.63. The NPPF strongly advocates consideration of the impacts of development on transport networks and infrastructure, management and appropriate mitigation of environmental impacts arising from traffic and transport infrastructure, and promoting development in locations which are, or can, be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. It identifies that opportunities to promote walking, cycling and public transport use should be identified and pursued and recognises that patterns of movement, streets, parking and other transport considerations as being integral to the design of schemes, contributing to making high quality places (paragraph 102). The submission of Transport Assessment and Travel Plans is encouraged for all developments generating significant transport movements (paragraph 111). Local Policy DP3 provides that development will only be permitted where it is appropriately located and makes suitable provision to minimise and manage the arising transport impacts. Policy DP4 supports designing new development to encourage sustainable travel.
- 5.64. In respect of the individual phases of development the overall impact of traffic movements has been established under the outline permission. No greater parking demand or traffic movements would be generated by this permission than assessed under the outline permission and a separate assessment has not therefore been requested. However, Policy CS15 of the Core Strategy identifies the provision of a Car Parking SPD which has been developed by Dartford Borough Council (DBC). Assessment of this application must therefore have due regard to this policy document.

- 5.65. The proposals provide an onsite car park to the rear of the building providing 38 car parking spaces for the public house, ancillary guest house and staff accommodation. A further 8 car parking spaces situated within parking bays adjacent to the building, and encompassed in the redline boundary, are available. A review of previous reserved matters has been undertaken and confirms that no other development has accounted for these spaces. It is therefore accepted that the spaces would be available for customers of the public house use. A total parking provision of 46 spaces is therefore proposed to immediately serve the development.
- 5.66. The Dartford Borough Council's Parking SPD uses Gross floor space and employee numbers to calculate parking demand for Public House and Hotel uses. To this end the applicant has confirmed that the proposed development would have the following staffing levels during the course of a day; 3 staff members for the public house, supported by up to 6 chefs, 2 bar staff and 11 food serving staff; and 1 permanent staff at the guesthouse working throughout the day and night, supported by up to 2 housekeepers. Based on operator experience, a peak staff number of 23 is anticipated.
- 5.67. The following table sets out the parking requirements according to Dartford Borough Council's Parking SPD and the total number of spaces made available;

Type	No. spaces provided	SPD Requirements	
A4 Drinking Establishment (Total GIA 878m ²)	On-site: 38 On-street: 8	Customer Parking: 1 space per 10m ²	87.8
Ancillary Mangers Accommodation (3 Bed Flat)		1.5 spaces per home 3 Bed home	1.5
Ancillary C1 Hotel/Guesthouse (Total 17 Bedrooms)		Guest Parking: 1 space per Bedroom	17
Staff for Pub and Hotel (Maximum no. of staff at peak times = 23)		1 space per 2 staff	11.5
TOTAL	46		117.8

- 5.68. The total number of spaces required against the SPD calculation would be 117.8. The scheme proposes 46 car parking spaces, creating a short fall of 71.8 car parking spaces.
- 5.69. It is acknowledged that there is flexibility in the Dartford parking standards, which states that 'an alternative level of provision may be considered on a site specific basis, where evidence to justify it on the circumstances of the specific case is provided'.
- 5.70. A Car Parking Statement prepared by ARUP accompanies the application. The statement sets out that while the onsite car parking does not achieve the SPD requirements, proposed car parking provision is optimal for the operations, and car parking demand will be catered for onsite during the week and adequately

covered by the central village car park during weekends when demand for pub/hotel is at its peak.

- 5.71. The village square parking is situated a short distance (approx. 220m) to the south of the application site. The area in front of the existing school/community centre accommodates 84 car parking spaces which are provided on a shared basis for the surrounding commercial uses and visitor parking for the adjacent properties in the Newcrest development.
- 5.72. The applicant's Car Parking Statement sets out a bespoke and site specific car parking demand profile for the existing local centre uses and for the proposed development. This demonstrates that;
- i. The local centre visitor car park is forecast to be relatively busy at times during the week with a demand corresponding with the level of provision during the morning. A much lower demand is anticipated at weekends; and
 - ii. The parking demand arising from the proposed development is likely to be relatively low during the day on a weekday with the busiest times being Friday evenings and weekend afternoons.

It is therefore indicated that the proposed development's car park is likely to be busy during the week but largely able to accommodate its own demand within the application site. At weekends the Local Centre car park is likely to be used by visitors to the public house, when demand for other uses in the local centre is low.

- 5.73. The Car Parking Statement sets out qualitative and quantitative evidence justifying their assertion that parking provision is appropriate, and can be summarised as follows:
- 5.74. Operator experience : As an operator Shepherd Neame would not want to under-provide for customers. Over-provision is also considered detrimental to business with customers finding a parking space but no free tables. Shepherd Neame also highlight that a public house is rarely full; all tables may be occupied but not all seats. Similarly, guesthouses are rarely full and many residents travel by non-car modes or car share but have separate rooms.
- 5.75. Operational Demand Profile : The Parking Statement highlights that the standards do not allow for co-located uses or consider relationships between uses. They suggest it is important to understand how the peak demand for a hotel and the peak demand for a pub/restaurant relate to each other. Profiles for expected trade across a week have been developed. This shows the pub/restaurant being busier at the weekend while the hotel is busier during the week. The busiest combined day is Saturday with some 20% of the pub restaurant trade being drawn on this day while 15% of the hotel's weekly trade is also drawn on the same day. Further trade profiles are provided and confirm that trade peaks of the pub/restaurant and hotel do not coincide and that the busiest day is a Saturday. Trade profiles for a typical day over a weekend for each use are also detailed and suggest that the peak hours of the

pub/restaurant between 12:00-19:30 largely fills the quiet period left by the hotel, which is largely empty during the day with occupancy peaking overnight.

- 5.76. **Linked Trips :** The Parking Statement highlights that the standards do not allow for linked trips. Therefore the parking scenario of hotel guests parking and using the pub/restaurant facilities are not taken into the account and cause double-counting of some parking requirements.
- 5.77. **Mode Share Assessment :** The applicant has indicated that the demographic of staff at a public house are often young and choose to travel by sustainable modes or are dropped off or picked up by car. All staff of both the guesthouse and the public house, aside from management staff, are employed locally where possible, sustainable forms of transport a more viable option for many. The operator anticipates that it is unlikely that more than 30% of staff would drive. This gives rise to a peak non-resident staff accumulation of 7 cars. The applicant has also looked at the guest modal share. A typical mode share for comparable hotels and pub/restaurants in locations across the day are: 48% as a car driver (65% travelling by car overall) for a hotel; and 43% as a car driver (82% travelling by car overall) for a pub/restaurant.
- 5.78. **Car accumulation :** The mode share data for staff, guests and customers combined with the operational profile data for the peak period gives a peak of 75 cars parked between 1800hrs and 1900hrs.
- 5.79. **Comparable sites and TRICS data :** TRICS data for comparable public houses have been provided and the car parking demand over weekends where demand peaks has been focussed on. This data finds that the sites surveyed all attract a lower maximum demand (maximum car parking accumulation between sites for 18-70 cars) than has been forecast for the proposed development, albeit these do not necessarily include any demand associated with a guesthouse. This provides some confidence that the forecast peak demand of 75 cars is likely to be realistic, if not a slight overestimate.
- 5.80. **Car Park Demand for Local Centre :** The wider car parking provided with the local centre has been designed to accommodate a number of known land uses which each have unique parking accumulation profiles. This leaves some significant unused space in that car park at certain times during the day and week. TRICS data is relied upon again to provide estimated car parking demand profiles for the intended retail uses, health centre, School & Nursery, Community Centre, and resident visitors. The data forecasts that demand will be relatively busy during weekday mornings with a demand commensurate with the level of provision. A much lower demand is anticipated at evenings and weekends.
- 5.81. **Combined Car Park Demand :** A profile for Friday, Saturday and Sunday for the Local Centre demand is compared with the Pub/Restaurant and Guesthouse demand for the same period. This demonstrates that parking demand for the public house and guesthouse can be accommodated onsite and within adjacent on-street parking during the week. It also demonstrates that when parking demand is at its peak and exceeds onsite and adjacent on-street parking over

the weekend, there is sufficient capacity within the local centre car park. The estimated worst case scenario being a combined local centre and pub/guesthouse demand resulting in approx. 66 vehicles parked within the 82 space car park.

- 5.82. Notwithstanding the submitted reports, it is acknowledged the application site is in a highly sustainable location at the heart of Castle Hill and directly adjacent to the Fastrack route. The pub/restaurant, by virtue of its location in the local centre and away from distributor roads, can be expected to serve the local community of Castle Hill and the wider Eastern Quarry. Given the anticipated catchment of the pub/restaurant, it can be reasonably anticipated that a large number of patrons would arrive by foot.
- 5.83. KCC Highway and Transportation have been consulted on the proposals. Initial queries and a request for additional TRICS data was fulfilled by the applicants and KCC have confirmed that the evidence and assumptions of the Car Parking Statement are supported. They have confirmed that a peak forecast of 75 cars is a realistic and robust assessment and they are satisfied that provision of 38 car parking spaces on site, plus 8 on street and the shared use of the community car park is an acceptable level of car parking provision for the proposals. Comments from KCC Highway and Transportation also highlight that the site will directly front the Fastrack route through Eastern Quarry and will be within a sustainable location supported by good infrastructure links. They also note that residents are likely to drive the short distance to the pub/restaurant if there is a high level of car parking on the site. The limited onsite parking and nearby additional car parking is therefore considered acceptable and will encourage residents within walking distance to avoid taking the car.
- 5.84. The DBC SPD identifies that 'where a lower standard of provision is proposed, a Travel Plan and/or Transport Impact Assessment/ Transport Statement will need to demonstrate that the proposed provision would meet the demand generated by the development. The Travel Plan, including any management provision, will need to be robust and enforceable.' A Travel Plan has been submitted to support the proposals for the pub/restaurant and hotel/guesthouse. The aim of the Travel Plan is to minimise the proportion of single occupancy car trips made to/from the site by supporting alternative forms of transport. Following a review of the document by EDC Officers and the KCC Highways officer, it was concluded that further measures could be instigated to alleviate parking demand and encourage sustainable travel. A condition is recommended for a revised Travel Plan promoting additional measures to encourage sustainable travel methods and relieve demand on parking, including robust monitoring and review mechanisms for at least five years from the first occupation.
- 5.85. Disabled parking : The Dartford standards state that the assessment of parking areas in planning applications for non-residential development should include consideration of the provision of spaces for people with impaired mobility. Minimum Vehicle Parking Standards advise 1 designated mobility impaired space, plus 2 spaces of sufficient size but not specifically designated should be

provided in car parks with up to 40 spaces used for recreation and leisure uses. The development provides 2 dedicated disabled bays measuring 3.7 x 6.2m which exceeds the SPD recommendations.

- 5.86. Cycle Storage : On site cycle store provision exceeds the Dartford Standards which would require a total of 22 cycle stores. 28 Cycle stores (8no covered and 20no. uncovered) for both visitors and staff have been provided to promote sustainable alternative means of access to the site. Covered cycle racks will be provided for longer term cycle storage, while those close to the pub/restaurant entrances are uncovered and offer short term secured storage with the benefit of being in view of the public house and its main entrances.
- 5.87. Electric Vehicle Charging : The Dartford Parking SPD advises that non-residential developments should demonstrate that consideration has been given to the provision of electrical vehicle charging points (EVCP), including demand for such facility and impact on development viability. Retail and leisure developments should be designed to enable the provision of electrical charging points from the outset of the development. KCC also recommended EVCP are provided. While no such provision was initially proposed, the applicants have confirmed (via email dated 17.10.2019) that 2no. EVCP's (both active) will be provided within the onsite car park, one at a disabled user bay and one on a standard bay. Details of the EVCP have not been provided in the submission and are therefore secured by condition.
- 5.88. It is therefore concluded, in the balance of planning considerations, that the proposed parking provision is justified on the site specific basis and the evidence of parking demand and local parking capacity summarised above. The current proposal co-locates complementary uses and leads to significant efficiencies in the utilisation of existing and proposed parking supply, which is supported by the SPD which states that 'car parking should be shared between uses where possible, to optimise flexibility and efficiency of spaces provided'. The level of onsite provision will encourage sustainable modes of travel to the site and will be well situated within walking, cycling and public transport networks within Caste Hill and the Ebbsfleet Garden City. Furthermore, the review that would take place, after a period of time, under the proposed Travel Plan would allow both EDC and the operator to have confidence that the right judgement has been made. The Committee is reminded that the parking standards set out in the SPD are guidance, not a fixed mandatory measure, and that their principal intention is to reduce car travel generally. The proposed parking provision is therefore supported and no objection is raised in respect of local Policies CS15 of Dartford Core Strategy, DP3 and DP4 of the Dartford Development Policies Plan or the DBC parking standards, and is supported by Delivery Themes 3 and 6 of the Ebbsfleet Implementation Framework.

Other Issues:

EIA

- 5.89. The outline permission was identified as being EIA development and the requisite assessments made. It follows that subsequent applications made

pursuant to the outline permission (including Reserved Matters such as this application) are also in respect of EIA. However, it is EDC officers' opinion that all matters pursuant to EIA in respect of EQ have been satisfactorily identified and assessed as part of the outline permission application process, (as the EIA was completed in 2013 with no known environmental factors coming to light since its completion), the EIA remains compliant with current planning policy and legislation, there have been no significant new considerations that have arisen since the EIA was completed and a further Environmental Statement is therefore not required as a result of this application.

Habitats Regulation Assessment

- 5.90. Policy DP25 of the DDPP requires large residential developments located within 10km from the North Kent European Protected sites (that are located outside the Borough) to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features. In this instance the development would create an A4 public house with ancillary hotel/guesthouse, restaurant, function room, and ancillary living accommodation in the form of a manager's flat. As the manager's accommodation is ancillary to the main A4/A3 use of the site, the HRA requirement is not triggered by the proposals.

Archaeology

- 5.91. Condition 26 of the outline permission requires that details of foundations are provided with any detailed application to ensure that no harm is caused to any archaeological interest. Investigation of archaeological potential at Eastern Quarry has already been examined in association with conditions 13 and 14 of the outline permission and the Historic Environment Framework which was approved under the outline permission. This Framework identifies the application site is located within an area of 19th/20th century quarrying which was excavated to significant depths. It therefore concludes that there is no potential for re-deposited or undisturbed Palaeolithic remains or any potential for remains of other periods. Since this has already been identified by approved documents pursuant to the outline permission and groundworks have already been carried out at the site, it is not considered necessary that foundation designs are required since no harm would arise, particularly at that depth. It is therefore considered that the application of condition 26 is not appropriate in this instance and foundation designs have not been requested.

Ecology

- 5.92. The details of ecological works, mitigation measures and monitoring have been secured under the outline permission. On-site and future works are being monitored by KCC Biodiversity Officers. The relevant ecological mitigation and site clearance has already been carried out at the site. Any changes or updates to ecological treatment at the site will be considered at a strategic level and therefore no further consideration is required at detailed application stage.

Drainage

- 5.93. A strategy for the general handling of surface water and foul water has been secured under the requirements of condition 12 of the outline permission. This includes details of surface water drainage and ground water control. On-going discussions have been held between the site wide developer and KCC Lead Flood Authority who are now in receipt of a full set of drainage documents that have been approved under previous applications for EQ. KCC are satisfied with the overall strategy for Castle Hill.
- 5.94. Documents submitted with the application confirm the applicants intention to connect to the site wide drainage system. KCC have been consulted and confirm that while they have no objection in principle, a detailed exceedance plan demonstrating the direction and volume of overland flow should be submitted and approved prior to commencement of the development. The applicant has accepted that additional drawings can be provided through this condition

Sustainable Design and Construction

- 5.95. Section 2 of the NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Policy CS23 of Dartford Borough Council's Core Strategy states that non-residential developments over 1,000 square metres gross floor space should meet an excellent standard; however, this policy was adopted before the latest changes to the BREEAM ratings. "Excellent" is now the equivalent to "Very Good" under the new system. In addition, the Sustainable Construction Code (November 2016) approved pursuant to condition 23 of the outline permission for the area identifies that 'commercial buildings over 1,000 sqm will target BREEAM Excellent where practicable and viable, with BREEAM 'very good' as a minimum.'
- 5.96. BREEAM Pre-Assessment report was submitted alongside the application to determine the likely BREEAM rating achieved. The assessment was based on the current design intent and relates to those credits which have potential to be achieved. The BREEAM Pre-Assessment confirms a provisional Very Good rating of 60.4% (55% the minimum to achieve a Very Good rating). The Pre-Assessment confirms were credits cannot be met due to the current design and cost constraints. The Pre-Assessment highlights that a number of criteria have the potential to score additional credits, but also notes that other credits may be lost. A condition has therefore been recommended to confirm that the BREEAM level should achieve not less than BREEAM level 'Very Good' and an informative has been included to advise the applicant that BREEAM level of 'Excellent' should be aimed for where practicable and viable, in accordance with the Sustainable Construction Code (November 2016).
- 5.97. The Sustainable Construction Code specifies that all non-residential buildings will achieve BREEAM 'Excellent' within the water category where practicable. For planning purposes this is defined as the achievement of at least 70% of the credits available within this category. The Pre-Assessment confirms that 4 out of 8 available credits have been achieved (50%) within the water category, however

5.6 credits out of 8 available credits (75%) would be required to achieve the 'Excellent' level. A condition is therefore recommended to ensure that the necessary additional credit across the water category is achieved and met.

Condition 25 – Outstanding Issues

- 5.98. All relevant matters listed in condition 25 of the outline permission (in relation to details required for reserved matters applications) have been addressed in the application and there are no outstanding issues. The final detail design of some of the items, such as specific materials for the external appearance of the building, boundary designs, hard landscaping, cycle storage, and external lighting can be secured by condition.

6.0 FINANCIAL CONSIDERATIONS

- 6.1. 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 – Business Rates for new commercial floorspace.

7.0 HUMAN RIGHTS

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

8.0 PUBLIC SECTOR DUTY

- 8.1. 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.

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

9.0 RECOMMENDATIONS AND CONCLUSIONS

- 9.1. The application proposes a high quality scheme for a mixed use public house that displays excellent architectural quality and will serve as a landmark building,

enhancing the visual amenity of the heart of Castle Hill. The proposal is in accordance with the framework for the Eastern Quarry outline permission, the approved Area Master Plan for Castle Hill and follows the design parameters as set out in the Castle Hill Central Neighbourhood Area Design Code. The applicant has worked closely with the EDC to put forward a carefully considered scheme which would provide essential services for existing and future residents in keeping with Garden City principles. The application is therefore recommended for approval subject to the conditions set out in this report.