

Reference: EDC/19/0125

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

Proposal: Submission of Reserved Matters of siting, design, external appearance and landscaping, pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 4 development of 133 residential units including details of streets, buildings and structures, materials, open space, car parking, noise and drainage.

Applicant: Redrow Homes Limited

Ward: Ebbsfleet

SUMMARY:

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

Detailed consent has been granted for phases 1a, 1b, 2a, 2b and 3, with a significant number of units now occupied. In addition to residential development, consent has been granted for 104-bed hotel, public house, a retail unit and an office, all of which are now in use. The current application seeks permission for the fourth phase of house building on what is a multi-phased development. The proposals are for the erection of 133 no. dwellings comprising of 1, 2, 3 and 4-bed homes, including affordable housing provision. The submitted scheme for Phase 4 proposes the following:

- 82 private units - (8 x 1-bed, 22 x 2-bed, 18 x 3-bed, 34 x 4-bed)
- 51 affordable units – 37 affordable rented units (3 x 1-bed, 30 x 2-bed, 4 x 3-bed) and 14 shared ownership units (6 x 2-bed and 8 x 3-bed)
- 249 parking spaces
- A linear park and LEAP

It should be noted that the proposals have been through several iterations in response to officer and consultee comments, regarding the dominance of parking on the street scene and the overdevelopment of the site, which has resulted in a reduction of unit numbers from 140 to 133 dwellings.

The development is designed having regard to the constraints and requirements of the site. The scheme does not substantially deviate from the principles and parameters established by the outline planning permission and the Council's adopted policies and guidance in terms of scale, design and appearance. The proposals would provide for an adequate level of amenity for future occupants of the dwellings without a detrimental

impact on the character of the area, ecology, flood risk, traffic and highway safety beyond that which was considered acceptable at the outline stage.

In considering the application, due regard has been given to the comments received from five residents, which included comments regarding concerns over increased pressure on community facilities, the road network, affordable housing and deviations from the masterplan.

RECOMMENDATION: Approval subject to:

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

Time

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

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

Approved Plans

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

Layout Drawings

- 3777/p4/p001b Site Location Plan
- 3777/p4/p002d Planning Layout
- 3777/p4/p003d Site Layout Plan
- 3777/p4/p005d Parking Plan
- 3777/p4/p006d House Types
- 3777/p4/p007d Tenure
- 3777/p4/p008d Occupancy
- 3777/p4/p009d Massing
- 3777/p4/p010d Enclosures
- 3777/p4/p011d Surface Materials
- 3777/p4/p012d Building Materials
- 3777/p4/p013d Street Lighting
- 3777/p4/p014d Contours
- 3777/p4/p015c Adoption
- 3777/p4/p018c Vehicle Tracking
- 3777/2c/p019c Fire Strategy
- 3777/p4/p020c Refuse Strategy
- 3777/p4/p021b Street Scenes
- 3777/p4/p022c Public Squares
- 3777/p4/p024 Site Section
- 3777/p4/p025 Electric Charging Points

Highways

- 2392_SK_81.DWG Rev A Visibility Splays – Sheet 1
- 2392_SK_81.DWG Rev A Visibility Splays – Sheet 2
- 2392_SK_81.DWG Rev A Visibility Splays – Sheet 3
- 2392_SK_81.DWG Rev A Visibility Splays – Sheet 4
- 2392_SK_81.DWG Rev A Visibility Splays – Sheet 5

Apartment Blocks

- 3777/p4/fb01c Block A Plans
- 3777/p4/fb02c Block A Elevations
- 3777/p4/fb03c Block B Plans
- 3777/p4/fb04c Block B Elevations
- 3777/p4/fb05c Block C Plans
- 3777/p4/fb06c Block C Elevations
- 3777/p4/fb07c Block D Plans
- 3777/p4/fb08c Block D Elevations
- 3777/p4/fb09d Block E Plans
- 3777/p4/fb10d Block E Elevations Plans
- 3777/p4/fb11a Wheelchair Unit Plans
- 3777/p4/fb12a Bin and Cycle Store Type 1
- 3777/p4/fb14a Sub Station

House Types

- 3777/p4/ht01b Cavendish/Wilmington Plans (Ground and First Floors)
- 3777/p4/ht02b Cavendish/Wilmington Plans (Second Floors)
- 3777/p4/ht03b Cavendish/Wilmington Elevations
- 3777/p4/ht04a Cavendish/Wilmington Plans (Ground and First Floors)
- 3777/p4/ht05a Cavendish/Wilmington Plans (Second Floor)
- 3777/p4/ht06a Cavendish/Wilmington Elevations
- 3777/p4/ht07b Cavendish and Wilmington Semi-Detached Plans
- 3777/p4/ht08b Cavendish and Wilmington Semi-Detached Elevations
- 3777/p4/ht09a Claremont Plans
- 3777/p4/ht10a Claremont Elevations
- 3777/p4/ht11b Fitzroy Plans (Ground Floor)
- 3777/p4/ht12b Fitzroy Plans (First Floor)
- 3777/p4/ht13b Fitzroy Plans (Second Floor)
- 3777/p4/ht14b Fitzroy Elevations (Front and Side)
- 3777/p4/ht15b Fitzroy Elevations (Rear and Side)
- 3777/p4/ht16a Hanover Plans
- 3777/p4/ht17a Hanover Elevations
- 3777/p4/ht18 Victoria Finsbury Plans
- 3777/p4/ht19 Victoria Finsbury (Front/Side) Elevations
- 3777/p4/ht20 Victoria Finsbury (Rear/Side) Elevations
- 3777/p4/ht21a Cavendish Wilmington Plans (Ground and First Floors)
- 3777/p4/ht22a Cavendish Wilmington Plans (Second Floor)
- 3777/p4/ht23a Cavendish Wilmington Elevations
- 3777/p4/ht24a Wilmington Semi-Detached Plans
- 3777/p4/ht25a Wilmington Elevations

- 3777/p4/ht26b Tavy Plans
- 3777/p4/ht27b Tavy Elevations
- 3777/p4/ht28a Dart Plans
- 3777/p4/ht29a Dart Elevations
- 3777/p4/ht30a Dart (x3) Plans
- 3777/p4/ht31a Dart (x3) Elevations
- 3777/p4/ht32a Dart (x4) Plans
- 3777/p4/ht33a Dart (x4) Elevations

Landscape Plans

- 16381_01 H Ebbsfleet Phase 4 - Landscape proposals -Sheet 01
- 16381_01 H Ebbsfleet Phase 4 - Landscape proposals -Sheet 02
- 16381_01 H Ebbsfleet Phase 4 - Landscape proposals - Sheet 03
- 16381_02 G Ebbsfleet Phase 4 - Hard landscape proposals - Sheet 1 of 2
- 16381_02 G Ebbsfleet Phase 4 - Hard landscape proposals - Sheet 2 of 2
- 16213 F Ebbsfleet Phase 4 LEAP Layout
- Ebbsfleet Phase 4 Landscape Management Plan, Revision B (December 2019) prepared by TCL

Additional Documents

- Energy Strategy and Sustainability Statement - Phase 4 (December 2019) prepared by WSP
- Phase 4 Noise Assessment (December 2019) prepared by WSP.
- Stage 1 Road Safety Audit – Proposed Section 38 Highway Works – Phase 4 (December 2019)

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

Prior to Commencement of Development

3. No development shall take place until a detailed sustainable surface water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The detailed drainage scheme shall demonstrate that the surface water generated by this development, for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm, can be accommodated and disposed of without increase to flood risk on or off-site. The drainage scheme shall contain:
 - a. detailed construction drainage layout drawings, which include cross sectional drawings of the proposed swales relating to the scale of these features;
 - b. the frequency and duration of above ground flooding within the swales; and
 - c. full network calculations which demonstrate the drainage systems operation and performance for the critical duration 1 year, 30-year, 100 year +20% and 100 year +40% storm intensities.

The drainage scheme shall also demonstrate (with reference to published guidance):

- d. that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters.
- e. appropriate operational, maintenance and access requirements for each drainage feature or SuDS component are adequately considered, including any

proposed arrangements for future adoption by any public body or statutory undertaker.

The drainage scheme shall be implemented in accordance with the approved details.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. These details and accompanying calculations are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

4. No development shall take place until, a revised parking arrangement for the parking bays situated directly to the north of Block C has been submitted to and approved in writing by the Local Planning Authority. Such amended parking configuration should ensure that the all parking bays meet the required 10 metre clearance from road junctions. The revised parking arrangement shall be implemented in accordance with the approved details.

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

5. No development shall take place until, a revised layout configuration for the carriageway connecting phase 3 and 4 of the development has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The amended carriageway configuration shall have a minimum width of 4.8 metres and have a straight alignment. The revised layout shall be implemented in accordance with the approved details.

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

Prior to Development Above Foundation Level

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

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

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

7. No development shall take place above foundation level until, details of the photovoltaic panels, on any dwelling identified in the Energy Strategy and Sustainability Statement as requiring installation, have been submitted to and

approved in writing by the Local Planning Authority. The submitted details shall include the appearance, form and technical specification of the photovoltaic panels. The panels shall thereafter be retained at all times.

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

Prior to Occupation

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

(d) Street lighting and street furniture

(l) External lighting (not street lighting) (i.e. to buildings, car parks, etc.)

(n) Details of television signal receivers and how to be accommodated (to be facilitated on a shared basis where cannot be achieved through normal means)

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

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

9. No dwelling hereby approved shall be occupied, until the area shown on the approved layout plan as vehicle parking space and turning areas to serve it has been provided, surfaced and drained. Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to the reserved parking and turning areas.

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

10. No dwelling hereby approved shall be occupied until all access, turning and junction works required to provide vehicle and pedestrian access to serve it (including for the loading, unloading and turning of vehicles), have been provided in accordance with drawing 2392-SK-81.DWG Rev A Sheets 1 to 5 and the approved plans.

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

11. Prior to first occupation of any dwellings hereby approved, details of the proposed electric vehicle charging points, as shown on drawing 3777/p4/p025 shall be submitted to and approved in writing by the Local Planning Authority. The approved electric vehicle charging points shall thereafter be installed for each dwelling to which it relates prior to first occupation of that dwelling and, shall be retained at all times.

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

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

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

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

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

14. No dwelling hereby approved shall be occupied until the following works between the relevant dwelling and the adopted highway have been completed:

- (a) Footways and/or footpaths, with the exception of the wearing course;
- (b) Carriageways, with the exception of the wearing course but including a turning facility, highway drainage, visibility splays, street lighting, street nameplates and highway structures (if any).

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

Compliance

15. Units 891, 892, 896, 897 and 901, as indicated on plan number 3777/p4/fb07c (Block D) hereby approved, shall be designed and constructed in accordance with Building Regulations Part M4(3)(2)(b).

Reason: To ensure that the wheelchair units would be capable of providing adequate amenity in accordance with Dartford Development Policies Plan Policy DP8.

16. Units 807-825, 842, 843, 872-877 and 882-906, as indicated on plan number 3777/p4/p003d hereby approved shall be designed and constructed in accordance with Building Regulations Part M4(2).

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

17. The scheme of soft landscaping shown on the approved plans shall be carried out in the first planting season following the relevant part/building first being brought into use and thereafter maintained in accordance with the approved Landscape Management Plan. Any trees or plants, which within 5 years of planting are removed or become seriously damaged or diseased, shall be replaced in the next planting

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

Reason: To protect and enhance the appearance and character of the site and locality, in accordance with adopted Dartford Development Policies Plan Policies DP2 and DP25.

18. The development hereby approved shall be constructed in accordance with the recommended mitigation measures contained within the Noise Assessment dated December 2019 prepared by WSP, approved in respect of condition 26 of the outline planning permission EDC/16/0045. The mitigation measures shall be implemented prior to the occupation of the relevant dwelling and thereafter maintained at all times.

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

19. Visibility splays shown on the approved plans and drawing 2392-SK-81.DWG Rev A Sheets 1 to 5 shall be provided and permanently maintained with no obstructions over 0.6 metres above carriageway level within the splays.

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

INFORMATIVES: -

1. POSITIVE AND PROACTIVE 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 was provided with pre-application advice;
- The agent was advised of planning issues during the processing of the application and additional information has been submitted to address these;
- The application was determined within the relevant timescales agreed through a Planning Extension Agreement.

2. ADDITIONAL DOCUMENTS

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

- Car Parking Technical Note - Phase 4 (January 2020) prepared by WSP
- Energy Strategy and Sustainability Statement - Phase 4 (December 2019) prepared by WSP
- Drainage Statement Phase 4 Development (December 2019) prepared by WSP.
- Phase 4 Noise Assessment (December 2019) prepared by WSP.
- Stage 1 Road Safety Audit – Proposed Section 38 Highway Works – Phase 4 (December 2019)
- Planning Statement Update (October 2019) prepared by GL Hearn.
- Design and Access Statement (October 2019) prepared by GDM Architects.
- Ebbsfleet Green Phase 4 - Response to Public Comments
- Ebbsfleet Green Phase 4 - Building for Life Assessment

3. OUTLINE PLANNING PERMISSION

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

4. REASON FOR IMPOSITION OF PRE-COMMENCEMENT CONDITIONS

Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure)(England) Order 2015, the Local Planning Authority is satisfied that the requirements of planning conditions 3, 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.

5. DEVIATION FROM APPROVED PLANS

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

6. STREET NAMING AND NUMBERING

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

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

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

7. BUILDING REGULATIONS AND OTHER CONSENTS

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

8. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

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

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may

have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highwayboundary-enquiries>.

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

9. UTILITIES

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

1.0 SITE CONTEXT AND BACKGROUND

- 1.1 The application site lies within the wider Ebbsfleet Green development. Dartford Borough Council granted outline planning permission in March 2014, for the redevelopment of the site to create a new community with a mix of uses. All matters were reserved for subsequent detailed approval, except for the means of access, which approved junctions with Southfleet Road. The permission is subject to over 60 planning conditions and a Section 106 Legal Agreement.
- 1.2 The outline permission (OPP) approved the following land uses for the Ebbsfleet Green site:
- Up to 950 residential dwellings in a mix of houses/flats;
 - Primary school and associated open space (2.05ha);
 - Community Hall (358 sqm);
 - Neighbourhood food store (339 sqm);
 - Up to 5,000sq m hotel with conferencing and leisure facilities;
 - Pub and family restaurant (920 sqm);
 - Public open space (no less than 30% of site) including parkland, sports pitch, 2No. hard-surfaced courts, with changing facilities and community allotments;
 - A Neighbourhood Equipped Area for Play (NEAP), Multi Use Games Area (MUGA) and 3 x Local Equipped Areas of Play (LEAPS).
- 1.3 The outline planning permission is structured into a series of staged submission requirements to ensure that the necessary level of site evaluation and strategic site framework is established in advance of consideration of details. Whilst detailed matters of layout, appearance, scale and landscaping were reserved from consideration at the outline stage, the outline planning consent establishes the broad parameters within which those matters need to be worked up in detail for the purposes of the reserved matters application submissions. These parameters established design principles, including plans for development limits, land use, open space, movement and building heights.
- 1.4 Under the terms of the OPP, condition 3 states that the reserved matters shall 'accord substantially' with the parameter plans, namely the proposed site levels, land use

building heights, open space and movement framework plans, among others. The approved parameter plans underpin the site wide Masterplan. It is important to note that the parameter plans do not absolutely 'fix' matters of detailed design and that deviations from those plans may be accepted under the reserved matters applications where the deviations do not substantially alter the original planning permission and where the impacts do not result in significant harm to the local area.

Site History and Surrounding Sites

- 1.5 The wider Ebbsfleet Green site lies to the southeast of Eastern Quarry, which is the subject of a separate large residential led mixed-use development. The site is bounded to the south by the A2, and to the east by Southfleet Road. The DS20 Public Right of Way bounds the western and northern boundaries of the site. In broad terms the wider site boundaries extend to approximately 38.0 hectares (ha).
- 1.6 The site previously comprised of 3 electricity sub-stations, which have now been decommissioned, with the remainder of the site last in arable use. Electricity pylons on the site stand at approximately 50 meters in height and run through the centre of the site (N-S). As part of the works approved under the phase 1 infrastructure application, extensive 'cut and fill' earthworks have taken place and the levels of the site have drastically altered.
- 1.7 This application relates to Phase 4 residential development which represents the 'North Village' character area, one of the final stages of house building on what is a multi-phased development. Detailed consent has already been granted for 650 dwellings, a public house/restaurant, 104-bed hotel, a retail unit and just over 1000sqm of office floorspace. In addition, approval has been granted for phase 1 infrastructure works (application ref. 14/01517/ECREM) enabling early delivery of the northern and southern sections of the central spine road, associated earthworks, the formation of a noise bund along the A2 corridor, the Local Park, LEAP and associated planting. Development is progressing at pace with several hundred residential occupations on site and the public house, hotel, office and shop now open to the public.

Site Description

- 1.8 The phase 4 application site lies is to the north west of the wider development and covers an area of approximately (7.64 acres) 3.09 ha. The site is triangular in shape and is bordered to the north and west by steeply sloped grass embankments which have an existing D20 Public Right of Way to the top. The spine road bounds the site to the east and fronts directly onto the parcel of land safeguarded for the delivery of a two-form entry primary school by Kent County Council. Phase 3 residential development lies to the south of the site and is currently under construction. The north east corner of the phase fronts onto an area of open space and phase 1a residential development (Candy Dene) which has been completed and is now occupied. The application site has already been cleared and levelled to provide a development platform, in accordance with previously approved infrastructure applications. This application seeks approval for reserved matters pursuant to the outline permission EDC/16/0045 for conditions 2, 19, 26, 36 and 43, in relation to details of siting, design, external appearance of the buildings and landscaping. The proposals seek detailed consent for the erection of 133no. dwellings.

2.0 RELEVANT PLANNING HISTORY

- 2.1 DA/05/00308/OUT Redevelopment of the site comprising a mixed-use of up to 950 dwellings and non-residential floor space for shopping, food and drink, hotel use; community, health, education and cultural uses; assembly and leisure facilities and associated works to provide the development.
Approved with Conditions and S106, 31 March 2014
- 2.2 14/01517/ECREM Submission of Reserved matters in respect of Phase 1 Infrastructure Works pursuant to Conditions 2,19,21,22 and 32 of outline planning permission DA/05/00308/OUT inclusive of northern and southern sections of spine road, site levels, hard and soft landscaping (excluding Phase 1 residential area), indicative street and parkland lighting, local play area, associated earth works and noise bund (amended plans for spine road, site levels, cut and fill, sections).
Approved with Conditions, 24th December 2015
- 2.3 15/01001/ECREM Submission of reserved matters of siting, design, external appearance and landscaping pursuant to conditions 2,19,20,21,22,26, and 43 of outline planning permission DA/05/00308/OUT for Phase 1 development of 180 residential units including details of streets, buildings and structures, car parking areas, open spaces, materials, noise mitigation and drainage.
Approved with Conditions, 21st January 2016
- 2.4 EDC/16/0045 Application for variation of condition 3 attached to outline planning permission reference no. DA/05/00308/OUT relating to parameter plans.
Approved, 11th August 2017
- 2.5 EDC/16/0039 Application for approval of conditions 4, 12 and 14 attached to outline planning permission reference no. EDC/16/0045 relating to changes to the landscape and open space strategy, transport strategy, Masterplan & phasing strategy.
Approved, 11th August 2017
- 2.6 EDC/16/0083 Submission of Reserved Matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 1 development of 74 residential units (C3) and local shop (339 sqm) including details of streets, buildings and structures, materials, landscaping, car parking, noise and drainage.
Approved Subject to Conditions, 11th August 2017
- 2.7 EDC/16/0113 Submission of Reserved Matters of siting, design, external appearance and landscaping, pursuant to conditions 2, 19, 20, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 2 development of 191 residential units including details

of streets, buildings and structures, materials, open space, car parking, noise and drainage.

Approved Subject to Conditions, 11th August 2017

- 2.8 EDC/16/0117 Submission of Reserved Matters of siting, design, external appearance and landscaping pursuant to conditions 2, 19, 20, 21, 26 and 35 of outline planning permission EDC/16/0045 for the erection of a public house/restaurant, hotel, associated residential accommodation, car parking, landscaping and ancillary works.
Approved Subject to Conditions, 11th August 2017
- 2.9 EDC/17/0003 Application for the variation of condition 2 and removal of condition 7 attached to planning permission reference no. EDC/15/01001/ECREM for submission of reserved matters of siting, design, external appearance and landscaping pursuant to conditions 2, 19, 20, 21, 22, 26 and 43 of outline planning permission EDC/16/0045 for Phase 1 development of 180 residential units including details of streets, buildings and structures, car parking areas, open spaces, materials, noise mitigation and drainage (Amended description)(Amended plans); to change house typologies with alterations to design incorporating a feature ragstone wall, including signage and steps, relocation of affordable housing plots and changes relating to parking, materials, enclosures, massing, occupancy and street scenes.
Approved Subject to Conditions, 17th August 2017
- 2.10 EDC/17/0135 Submission of Reserved Matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 3 development of 205 residential units (C3) and including details of streets, buildings and structures, materials, open space, landscaping, car parking, noise and drainage.
Approved Subject to Conditions, 15 May 2018
- 2.11 EDC/18/0170 Application for Reserved Matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 2c development of 120 residential units (C3) and including details of streets, buildings and structures, materials, open space, landscaping, car parking, noise and drainage.
Awaiting Decision.
- 2.12 EDC/19/0155 Application for variation of condition 2 attached to approval ref EDC/17/0135 in respect of Phase 3 development (Submission of reserved matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 3 development of 205 residential units (C3) and including details of streets, buildings and structures, materials, open space, landscaping, car parking, noise and drainage) to allow amendments to vehicular parking, cycle stores, substitution of plans and documents.
Approved Subject to Conditions, 23 December 2019.

3.0 PUBLICITY

First Round of Publicity

3.1 Neighbour notification letters were sent to 150 local addresses. The proposals were advertised on site via 3 no. notices and publication in a local newspaper (Gravesend and Dartford Reporter) as a:

- Major Development Proposal.

Site Notice expiry date: 5.9.19

Press Notice expiry date: 12.9.19

Second Round of Publicity

3.2 Amended plans were submitted incorporating layout changes to reduce the dominance of on street car parking. This redesign reduced the overall quantum of development from 140 to 133 dwellings. Following receipt of additional and amended information, a second round of publicity was undertaken comprising of the display of site notices and the publication of a press notice. The expiry date for representations was 17.12.19.

4.0 REPRESENTATIONS

4.1 At the time of publishing this report **5 no. written representations** had been received to the application, summarised as follows:

- 1) (17.8.19) A resident of Ebbsfleet Green objects to the proposed development as:
 - facilities (healthcare, bus service) are not in place;
 - opportunities to exceed environmental requirements (electric car charging, more solar panels) have been missed;
 - there is significant habitat loss in the area due to development & bird population & soil health has taken a long time to begin recovery;
 - unbiased expert advice needs to be sought on the planting scheme confirming diverse and native year-round planting/trees; and
 - disappointing links to adjoining developments (castle hill & cherry orchard).
- 2) (16.8.19) A resident of Greenhithe objects to the application due to concerns over the lack of consideration for healthcare facilities and impacts on congestion in the area. Comments raise fears that the area is being overdeveloped and destroyed, with little consideration for the local community. Additional areas of concern include the effect on ecology, inadequate parking provision, inadequate transport provision and overdevelopment.
- 3) (16.8.19) A resident of Swanscombe objects to the application over concerns regarding the overpopulation of the area and the implications on the road network and local services/facilities, particularly doctors' surgeries.
- 4) (16.8.19) A resident of Greenhithe objects to the application over concerns that road infrastructure cannot currently cope, and the local roads are gridlocked (traffic onto the A2). Contributions should be sought from the applicant to improve infrastructure and the wider road network.

- 5) (19.8.19) A local resident objects to the application, for the following reasons:
- a) The approved masterplan identified the eastern edge of the site as being framed by a key landmark building that spans the length of the park frontage, which aligns with the existing building frontage on the opposite side (candy dene). Concerns are raised that the proposed plans do not address this landmarked edge as set out in the masterplan. The proposed flats and single building frontage are not considered to align with the opposite frontage and is disproportionate in scale with 3 story flats compared with 2 story buildings on the opposite side. It is considered that the design and alignment of this frontage does not fulfil the brief of a keynote building, with the flats angled at a degree that is not in alignment with the park or the main road. The frontage is a main landmark area when driving along the main road through Ebbsfleet Green and welcomes visitors to the phase. It is considered that there is a lack of supporting documentation to show this frontage.
 - b) Concerns over the increased allocation of affordable housing within the phase. The proposals exceed the 30% provision set out within the outline planning permission. It appears that the applicant is attempting to segregate the affordable housing into one phase, the final phase so that the private housing prices are not affected by the allocation of affordable housing near private. The increase in affordable units in the development is as a result of decreased allocation on previous phases, this should have been addressed as part of those applications. Also, the proportion of affordable rent vs shared ownership is highly weighted in affordable rent rather than a 50-50 split, with no justification.

5.0 CONSULTATIONS

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

- Environment Agency
- Natural England
- Dartford Borough Council
 - Environmental Health
 - Housing Policy Manager
- Kent Police Crime Prevention Design Advisor
- Southern Water
- Kent County Council
 - Highways & Transportation
 - Heritage
 - Public Rights of Way
 - Ecology
 - Lead Local Flood Authority
- UK Power Networks
- National Grid Plant Protection
- Southern Gas
- Southern Water
- Kent Fire and Rescue Services
- Swanscombe and Greenhithe Residents Association
- Swanscombe and Greenhithe Town Council
- Bean Residents Association
- Bean Parish Council

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

5.2 Dartford Borough Council (DBC)

(Initial Comments 1/2) (17.9.19) DBC raise no objections to the proposals. However, it is noted that the layout is dominated by front garden parking (in particular plots 841 to 864), with little room for landscaping. It is also noted that the proposed van parking provision is only 50% of the level required by the SPD and no justification for this has been provided.

(Additional Comments 2/2) (20.11.19) DBC note that the revisions to the scheme overcome previous concerns regarding the general site layout, amount of hardstanding and lack of landscaping. Previous comments regarding the van provision remains a concern. The Council's Environmental Health Department have been consulted on this application and have raised no concerns.

Officer Comments: The noise mitigation measures identified in the noise report have been safeguarded through the recommended planning condition. The applicant has submitted an updated parking technical note which provides a further response on the van parking provision proposed.

5.3 Kent County Council Public Rights of Way (KCC PRoW)

(Initial Comments 1/2) (16.8.19) Kent County Council Public Rights of Way (PRoW) and Access Service raise no objection to the proposals, provided the Public Right of Way is not obstructed by development. KCC PRoW highlight the existence of Public Footpath DS20, which runs adjacent to the north and west boundaries of the proposed development site. Officers are disappointed that no new links between the Public Footpath DS20 and the development are proposed. It is considered that an opportunity has been missed to improve connectivity between the development area and the surrounding PRoW network. The applicant is asked to reconsider the site layout and explore the possibility of establishing links with Public Footpath DS20, which would improve north south connectivity for pedestrians. On balance however, the proposed development is not expected to have a significant impact on Public Footpath DS20.

(Additional Comments 2/2) (6.11.19) No additional comments.

Officer Comments: The applicant has highlighted that a 5m level difference between the street level of the development and the top of the embankment would make it challenging to provide a connection to the PRoW in the northwest corner of site. A footpath connection to the Public Right of way is due to open on the eastern boundary of the phase in the coming months.

5.4 Kent County Council Flood Management

(Initial Comments 1/2) (5.9.19) KCC Flood Management Officers initially objected to the application due to a lack of information. KCC note that there has been an alteration in landscaping/ drainage design between the original Landscape & Open Space Strategy Report and the current reserved matters submission.

The original OPP application was supported by an indicative surface water drainage strategy which included two detention basins and two areas of geocellular crates within phase 4's linear park. This was consistent with the agreed landscape design approach with a formal space and recreational area. The current submission includes a series of

four swales with underground cellular storage crates within the open space (linear park) that limits the amount of "useable" recreational space. These features would appear to serve Phase 3 and Phase 4. No calculations have been submitted to support the sizing or volume provided within these features. Officers require clarification as to the frequency and depth of above ground flooding within the swales.

It is essential that areas of open space are not periodically flooded to ensure they continue to serve the function as open spaces. KCC would expect that the strategy should be compliant with the original proposal given that it delivered a multi-functional space.

(Additional Comments 2/3) (11.11.19) KCC have reviewed the revised details and comments raised in previous responses remain unanswered. A series of four swales with underground storage tanks has been proposed for the linear park. No calculations have been submitted to support the sizing or volume provided within these features. There is no confirmation that they restrict the outflow into the strategic network to the required 5 l/s whilst adequately serving the adjacent development. Clarification is sought as to the frequency and depth of above ground flooding within the swales. It is essential that areas of open space are not periodically flooded to ensure they continue to serve the function as open spaces.

(Additional Comments 3/3) (16.12.19) KCC have had additional correspondence and discussions with the applicant and it has been agreed that the information requested previously can be secured through a detailed design condition. KCC would urge the applicant where possible, that the swales are not periodically flooded and only hold water during extreme rainfall events. This is so that these features can serve as open spaces for the majority of times. KCC have requested a detailed design condition to secure the final drainage design.

Officer Comments: A planning condition has been recommended requiring a detailed surface water drainage scheme to be submitted prior to commencement of development. The use of pre-commencement conditions for drainage details has been agreed with the applicant.

5.5 Kent County Council Ecology

(Initial Comments 1/2) (30.8.19) KCC raise no objection to the proposals as the development will not be impacting the habitats created as part of the ecological mitigation strategy agreed as part of the original planning application. The gardens within the proposed development are directly adjacent to the bank – therefore there is a risk that garden waste will be thrown on to the bank. KCC advise that this does not need to be addressed as part of this application, but officers would advise that any site wide management plan addresses this point to ensure that any garden waste is removed immediately.

(Additional Comments 2/2) (23.10.19) No further comments.

5.6 Kent County Council Highways

(Initial Comments 1/4) (1.11.19) KCC note that the number of direct accesses onto the main spine road has decreased, however, further consideration should be given to the design to reduce an additional number of direct accesses. The use of tandem spaces in this location may help to reduce the extent of the dropped kerb, but the number of car parking spaces should not be compromised. KCC have concerns with the extent

of the dropped kerbs fronting the spine road, as this may lead to parents using the facilities as a drop off point for the school, as and when it comes forward.

KCC note that there is one parking space adjacent to block C, which is within 10-meter distance of the junction and should be relocated. The build out proposed adjacent to plot 827 will act as speed restraint, however tracking should be provided demonstrating vehicles parking on the driveway at plot 851 can manoeuvre sufficiently. Rear access should be provided for all plots for cycle and bin storage. In addition, visibility splays should be provided for car parking spaces, as splays may fall within the boundaries for the plots which will need to be conditioned to ensure landscaping and/or boundary treatments do not obstruct the visibility.

Officers note an over provision of resident car parking spaces and there is a reduced number of visitor car parking numbers and van spaces in relation to the Dartford Borough Council standards; overall the required number of car parking spaces available is in line with the standard. KCC confirm that the overall distribution of car parking spaces available on the site is acceptable, as it is likely that vans will be parked on driveways, as residents want to be able to see their vans from their residences for surveillance purposes. Visitors are likely to use the spaces available on driveways and the shared allocated parking available.

KCC advise that electric vehicle charging points must be provided. The apartment blocks must have charging points provided, which will need to be managed accordingly if allocating car parking spaces. Passive provision for the parking associated with the apartment blocks must be considered. KCC officers require the submission of a Stage One Road Safety Audit.

(Additional Comments 2/4) (12.11.19) KCC officers note a decrease in the number of direct accesses on to the main spine road, however a further reduction should be considered. The use of tandem spaces may help to reduce the extent of the dropped kerb further, whilst not comprising parking numbers. Comments previously raised with regards to the proximity of parking spaces to junctions and the need for a Stage One Road Safety Audit are still outstanding. In addition, comments relating to the maintenance of visibility splays and rear access to properties for the storage of bin and cycles is still outstanding. KCC have identified areas of bound aggregate proposed in areas to be adopted, however the Highways Authority do not accept this material in adopted highway. KCC would like the applicant to note that any car parking that falls within the adopted highway must not be allocated.

(Additional Comments 3/4) (18.12.19) KCC note the submission of a Stage One Road Safety Audit, however would expect a Designer's Response to be included. Previous comments regarding a space adjacent to block c within 10 meters of the junction are still outstanding, it is recommended that this bay is removed. Comments regarding visibility splays are still outstanding. KCC raised concerns over the narrowing of the carriageway where phase 3 and 4 connect. The width must be maintained at this point, as narrowing will increase the likelihood of conflicting vehicle movements. KCC consider this a highway safety issue which must be addressed, before the layout can be agreed. KCC consider that there is still a lack of visitor parking bays in the south west area of the site.

(Additional Comments 4/4) (6.1.2020) KCC confirm that they have now received additional plans required to address previous comments. The proposed layout provides adequate visibility splays and turning facilities for refuse vehicles. The railings and boundary treatment for Plot 829 will need to be reduced in height to 0.6m, where the pedestrian visibility splay falls over these railings. KCC can confirm that the Stage

One Road Safety Audit provided, did not raise any significant highway safety issues. The Designer's Response has not been provided, however this is not considered affect the design.

Comments previously raised regarding the car parking space linked to Block C within 10 metres of the junction with the main spine road have not been addressed. The car parking space can be moved by 1.5 metres away from the junction to overcome officer concerns. The issue can be addressed with a pre-commencement condition, requiring its relocation from the junction and would overcome concerns. KCC highlighted that carriageway widths in phase 4 are 5.5 metres, with phase 3 widths of between 4.8- 5.0 metres. The two phases need to connect and will need to narrow on both sides of the road to allow for the junction to be centralised, with a minimum carriageway width of 4.8 metres required. The alignment must be agreed with the Highway Authority, as the proposals stand minor adjustments are required for KCC to adopt the phase. A pre-commencement condition must be applied to agree the road alignment of the vehicular connection between the phase 3 and phase 4 to overcome concerns.

KCC note that the Parking Technical Note dated December 2019 indicates an over provision of resident car parking spaces, with a reduced number of visitor and van spaces in relation to the Dartford Borough Council standards. As the overall required number of car parking spaces available is in line with the standard, officers are satisfied that the overall number and distribution of car parking spaces on the site is acceptable. It is likely that vans will be parked on driveways and visitors are likely to use the spaces available on driveways and the shared allocated parking available.

KCC note the provision of electric vehicle charging points, with wall mounted pods provided where car parking is on-plot and free-standing points for the courtyard parking spaces. The chargers provided for Blocks D/E should be twin charge points and one charge point serving Block B/C should be upgraded to a twin charge point, to provide a 10% provision of electric charge points.

KCC recommend the following conditions are placed on any forthcoming consent requiring:

- provision and permanent retention of cycle parking facilities prior to use of the site commencing;
- completion of works between a dwelling and the adopted highway;
- provision and maintenance of the visibility splays with no obstructions over 0.6 metres above carriageway level within the splays;
- provision and permanent retention of the vehicle loading/unloading and turning facilities;
- provision and permanent retention of the vehicle parking spaces as shown on the submitted;
- reconfiguration of the carriageway between phase 3 and 4;
- alterations to the car parking space allocated to Block C); and
- provision and permanent retention of the electric vehicle parking spaces.

Officer Comments: Conditions have been imposed in line with the Highways Officers recommendations.

5.7 Kent Police Crime Prevention Design Advisor (CPDA)

(Initial Comments 1/2) (3.9.19) The CPDA has reviewed the application in regard to Crime Prevention Through Environmental Design and in accordance with the NPPF.

The CPDA notes that the development has been designed to address the key principles, highlighted within the guidance literature for 'Secured by Design'. The proposals respond to Secured by Design criteria as follows:

- Apartments are to be arranged to address the street or individual spaces and to give positive enclosures to these areas, so they are overlooked and create a sense of ownership.
- Both vehicular and pedestrian entrances are 'policed' by buildings, which overlook these spaces.
- Various pedestrian routes have been created within the design, to give permeability to the site layout, encouraging pedestrian movement around the site and natural 'community surveillance'.
- Care has been taken to ensure activity to the frontages at corners with overlooking windows.
- The scheme provides a clear definition between public and private areas that are secure and well defined.
- Parking is on plot where there is good surveillance.

The CPDA notes that the enclosures plan shows no gates at the start of garden access paths for plots 890 and 867, gates should be installed at the start of these paths to remove concealed areas and recesses. The following guidance was also provided.

- Perimeter, boundary and divisional treatments including gates
- Access Control. Full audio-visual door entry and access control systems will be required for all blocks of apartments (Blocks A to E).
- Door sets and windows should be certified to PAS24:2016 as detailed in SBD Homes 2016.
- Mail delivery to the blocks of apartments will need to be considered.
- Bike and bin stores should be secured and lit appropriately.
- The use of SBD Homes 2019 initiative is strongly encouraged and recommended. Housing Associations may require SBD accreditation for any HA units.

(Additional Comments 2/2) (6.11.19) No additional comments.

5.8 Kent County Council Heritage

(6.9.19) No Observations.

5.9 Swanscombe & Greenhithe Town Council

(Initial Comments 1/2) (5.9.19) No Observations.

(Additional Comments 2/2) (7.11.19) No Observations.

5.10 Environment Agency

(Initial Comments 1/2) (21.8.19) The Environment Agency have no comments phase 4 drainage, as both foul and surface drainage is dealt with strategically across the whole development.

(Additional Comments 2/2) (22.10.19) No further comments.

5.11 Southern Water

(8.11.19) No comments.

5.12 Natural England

(11.12.19) Natural England raise no objection to the granting of permission with regard to European Sites, subject to securing appropriate mitigation. Natural England advises that the specific measures previously identified and analysed by the Authority to prevent harmful effects on coastal European Sites from increased recreational pressure should be applied to this proposed development at appropriate assessment.

The measures in place by the Authority to manage these potential impacts through the agreed strategic solution is considered to be ecologically sound. Natural England is of the view that if these measures, including contributions to them, are implemented, they will be effective and reliable in preventing harmful effects on the European Site(s) for the duration of the proposed development.

Providing that the appropriate assessment concludes that these measures must be secured as planning conditions or obligations by the authority to ensure their strict implementation for the full duration of the development, and providing that there are no other adverse impacts identified by the authority's appropriate assessment, Natural England is satisfied that this appropriate assessment can ascertain that there will be no adverse effect on the integrity of the European Site in view of its conservation objectives.

Officer Comments: The applicant has agreed to provide a financial contribution to the Thames, Medway and Swale Strategic Access Management and Monitoring Strategy equating to £ 2,177.21 (£16.37 per dwelling). Consent will only be granted subject to this contribution being secured.

5.13 Kent Fire & Rescue Service

(10.1.2020) Kent Fire and Rescue Service confirm that access to the site is adequate.

6.0 PLANNING POLICY

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

6.2 The development plan comprises the adopted Dartford Core Strategy, the new Dartford Development Policies Plan and the Kent Minerals and Waste Local Plan 2016. The Core Strategy seeks to regenerate the Borough of Dartford by outlining where, and how many, new homes and jobs will be created. The first policies of the plan identify locations for major development at Dartford Town Centre/ Northern Gateway, Ebbsfleet to Stone and the Thames Waterfront. Its objectives are also delivered through the Development Policies Plan which includes more detailed thematic policies.

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

Dartford Borough Local Development Framework – Core Strategy (2011)

- Policy CS1 - Spatial Pattern of Development
- Policy CS4 - Ebbsfleet to Stone Priority Area
- Policy CS5 - Ebbsfleet Valley Strategic Site
- Policy CS10 - Housing Provision
- Policy CS11 - Housing Delivery

- Policy CS14 - Green Space
- Policy CS15 - Managing Transport Demand
- Policy CS17 - Design of Homes
- Policy CS18 - Housing Mix
- Policy CS19 - Affordable Housing
- Policy CS23 - Minimising Carbon Emissions
- Policy CS25 - Water Management

Development Policies Local Plan and Policies Map (adopted July 2017)

- Policy DP1: Dartford's Presumption in Favour of Sustainable Development
- Policy DP2: Good Design in Dartford
- Policy DP3: Transport Impacts of Development
- Policy DP4: Transport Access and Design
- Policy DP5: Environmental and Amenity Protection
- Policy DP6: Sustainable Residential Locations
- Policy DP7: Borough Housing Stock and Residential Amenity
- Policy DP8: Residential Space and Design in New Development
- Policy DP9: Local Housing Needs
- Policy DP11: Sustainable Technology and Construction
- Policy DP25: Nature Conservation and Enhancement

OTHER RELEVANT GUIDANCE

National Planning Policy Framework and Guidance

- 6.4 At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11) which means approving development proposals that accord with the development plan and where the development plan is absent, silent or relevant policies are out of date planning permission should be granted unless any adverse impacts would so significantly and demonstrably outweigh the benefits or specific policies in the NPPF indicate development should be restricted.

Supplementary Planning Guidance

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

EDC Implementation Framework

- 6.6 EDC has published its Implementation Framework dated 2017 which sets out the area wide spatial framework, vision for Ebbsfleet alongside strategic development areas and associated design guidance.

7.0 PLANNING APPRAISAL

Principal Issues

- 7.1 The main issues to be considered in connection with these proposals are the principle of development, access, appearance, landscaping, layout, scale, amenity and parking/highways. Intrinsic to the assessment of these issues is whether the proposal complies with local and national policy and the overarching aims of the parameter plans, masterplan and strategies for the wider site.

Principle of Development

- 7.2 The Government is committed to significantly boosting the supply of housing and the delivery of a wide choice of high-quality homes to ensure development meets market and affordable housing needs. Paragraph 11 of the NPPF encourages housing applications to be considered in the context of a presumption in favour of sustainable development and paragraph 72 endorses the provision of new homes that follow the principles of Garden Cities as an identity of quality.
- 7.3 The principle of residential development on the application site is supported by the strategic policies within the Dartford Core Strategy. Policy CS10 of the Core Strategy supports the housing development of Ebbsfleet, in accordance with policies CS4 and CS5. Policy CS4 of the Core Strategy identifies a series of Priority Areas where most of the future development in the Borough will take place. Each Priority Area is comprised of several major sites, which have been assessed for their suitability for housing and employment use. Ebbsfleet, Eastern Quarry and Northfleet West Sub Station, at the eastern end of the Priority Area, are the most significant of the sites and jointly form the Strategic Site referred to as Ebbsfleet Valley. Policy CS5 of the Core Strategy sets out development aspirations for the Ebbsfleet Valley Strategic Site and identifies the need for a mixed-use centre at the heart of each residential village to include community facilities and local shops.
- 7.4 The principle of residential development on the site has already been established by the granting of outline planning permission in March 2014 and its provision drawn down through a suite of documents that have been approved pursuant to the outline planning permission. Detailed matters of layout, appearance, scale and landscaping were however reserved from consideration at the outline stage. The principle of this development fits within the established vision and reflects the detail of the aforementioned outline permission. Therefore, subject to a detailed assessment of scheme-specific issues the principle of residential development on the site considered to be acceptable and in line with the Development Plan.

Access

- 7.5 Matters relating to access include consideration of the accessibility to and within the site for vehicles, cycles and pedestrians in terms of positioning and treatment of access and circulation routes, and how these fit into the surrounding access network. Matters relating to parking provision on the site will be considered separately later within this report.
- 7.6 Part 1c) of policy DP2 of the Dartford's Development Policies Plan (DDPP) 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.

- 7.7 The outline permission established two principal accesses into the wider Ebbsfleet Green site, the northern and southern site entrances (via Southfleet Road). Both entrances are connected via a central spine road, which loops through the site and acts as the primary distributor road. The general alignment of the spine was established by the site wide masterplan and secured via a series of infrastructure and reserved matters applications and is now fixed.
- 7.8 The phase 4 proposals seek to provide vehicular and pedestrian access into the phase via the spine road. The first access to the north of the phase will service a parking court to the rear of apartment blocks d and e. The second access would service plots 872-877 which forms a small cul-de-sac. The third access forms the primary vehicular and pedestrian route through the phase (E-W). The final access off the spine road will service occupants of apartment blocks b and c, in the form of a parking court. An additional pedestrian and vehicular access is provided from phase 3 to the south of the site. There is a clear hierarchy of streets which is indicated by road widths, level of enclosure and building arrangements. The access arrangements generally accord with the approved parameter plans and masterplan.
- 7.9 Vehicular tracking has been provided by the applicant showing that fire appliances and refuse vehicle would be able to access and manoeuvre within the phase. In addition, confirmation has been received from the Kent Fire and Rescue Service that the access arrangements are satisfactory for emergency vehicles. Highways officers have raised no objection to the proposed access points.

Layout

- 7.10 Consideration in respect of layout includes the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and buildings and spaces outside the development.
- 7.11 The NPPF encourages the provision of safe and secure layouts, which minimise conflicts between traffic, cyclists and pedestrians. Policy DP4 of the DDPP requires that the layout should promote walking, cycling and public transport through the provision of attractive and safe routes, which address the needs of all users.
- 7.12 The phase 4 application site is in the far north west corner of the wider Ebbsfleet Green site and is framed by high sloped grass banks on the northern and western boundaries. The eastern boundary is framed by the spine road, details of which have already been approved under separate applications. The southern boundary of the site is identified as providing a linear park and a green buffer between phase 3 residential development (previously approved) and phase 4, details of which will be considered under this application.
- 7.13 The proposed layout has not deviated significantly from aspirations set out by the indicative masterplan, with a clear hierarchy of streets and key spaces. Large 3-storey apartment blocks and larger units have been used to create a consistent frontage along the spine road and to define the edge of the landscape corridors. The apartments have been designed in L-Shaped blocks, to frame key corners and junctions, whilst allowing parking for blocks a-e to be concealed via rear parking courts. The remainder of the phase consists of a mix of 2 – 2.5 storey semi-detached and terraced units framing the main avenue running through the site, with a series of small cul-de-sacs and minor

streets off this. Properties have been orientated to front/ side onto the boundaries of the development parcel, to provide natural surveillance and to discourage anti-social behaviour.

- 7.14 The masterplan and approved strategies set out several distinctive landscape features within the phase, including the creation of urban squares, a linear park along the southern edge and a LEAP in the northwest corner. Adjustments to the masterplan have enabled greater flexibility within the layout allowing the introduction of 2 focal street landscaped zones (public squares), defined by building configuration, lighting, a change in hard surfacing materials and planting.
- 7.15 The linear park to the south of the phase has also been redesigned to be a softer tree lined route through the phase, providing a visual and physical connection from the spine road to the LEAP and neighbouring phases. The LEAP is bounded on its northern and western boundaries by grassed sloped banking and can appear isolated and hidden from the rest of the development. Units 834-837 have been used to create a frontage onto the LEAP, creating a crescent framing greenspace, with parking accommodated to the rear of the properties. Originally, the parking for these units was located to the front of the properties, however a large turning head was required to provide vehicular access, which would have compromised the open space.
- 7.16 It should be noted that the phase 4 layout has been subject to several iterations to address officer comments regarding the dominance of on-street parking, concerns over the layout configuration and the usability of open space. The applicant has adopted a surface car parking approach, with most of the parking delivered via front curtilage perpendicular parking. Early proposals failed to integrate parking into the streetscape and public realm, which consequently lead to very poor-quality residential streets dominated by parking spaces and hard surfacing. In response to these concerns the applicant has reduced the number of units proposed from 140, to 133 units. The updates to the layout have helped to reduce the dominance of parking, particularly in relation to plots 848-856, with the introduction of tandem parking to the sides of properties, creating a less car dominated street scene and better-defined streets and spaces. The amendments have also enabled an increase in planting to the front boundaries of properties.
- 7.17 Although improvements have been made to the parking arrangements, the scheme is still dominated by front curtilage parking. This is of particular concern on the spine road, where the provision of double bays to the front of homes creates a large area of hard surfacing which may facilitate anti-social parking (blocking of drives), as it provides a potential drop off location for cars once the primary school is operational. There is also a high number of allocated parking spaces incorporated in the two urban squares, which threatens to compromise the meaningful quality of these spaces. Apartment blocks also utilise surface car parks, some of which are relatively large and could compromise the setting and sense of arrival for residents.
- 7.18 The layout would be better resolved by providing more street-based unallocated parking within parallel bays, and by incorporating a wide range of housing types that incorporate on-plot side parking or tandem parking bays within housing footprints. However, it should be noted that the proposals currently accord with the quantum of parking required by Dartford Borough Council's Parking Standards SPD. If fundamental changes were to be made to the layout, a reduction in parking numbers, or a further loss of units would be required.
- 7.19 Extensive discussions have taken place between the Highways Authority and the applicant. In response to layout and safety concerns, the applicant has provide a Stage

1 Road safety Audit and visibility splays, which KCC find to be acceptable. KCC officers have requested that a parking space currently located to the north of Block C either be removed or relocated away from the neighbouring junction (10m clearance to be maintained) and a condition has been imposed to secure this revision. In addition, officers raised concerns with the alignment of the vehicular connection between phase 3 to 4, which crosses the linear park. Road widths between the two phases differ and will need to be revised to ensure that the configuration of the carriageway is acceptable. An additional condition has been recommended to resolve this issue prior to commencement of development. On balance, it is considered that the applicant has attempted to address the majority of officer comments and the proposed layout responds positively to the approved masterplan.

Scale

- 7.20 Matters of scale are intrinsically linked to good design quality. Policy DP2 of the DDPP, requires developments to be visually attractive, function well and add quality to the area. The matter of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings.
- 7.21 The approved parameter plans identified appropriate building heights throughout the wider Ebbsfleet Green site. In relation to Phase 4, heights of 2 to 3 storeys were deemed appropriate. Building heights along the north/north-eastern boundaries of the site (fronting onto the N-S linear park) were identified as 2-storey. The eastern edge of the phase, fronting onto the school site, identified 3-storey development. The southern edge of the development identified a combination of 2.5 and 3-storey development.
- 7.22 The proposed building heights generally accord with the parameter plans, except for a few deviations. The two apartment blocks located in the north eastern corner of the phase fronting onto phase 1a development, seeks to increase development from 2-storey to 3-storey. The proposed location of the apartment blocks would create landmark buildings at a key junction/entrance to the phase, whilst providing visual navigation. The increase in building heights would be in keeping with the street scene along the spine road, where building heights are predominately a mix of 2.5 to 3-storey development.
- 7.23 All of the additional 3- storey apartment blocks have been positioned to frame the spine road (primary school site) as well as the linear park that runs through the site. The apartment blocks have been used to create a strong and legible edge to the development parcel. It is considered that while the size of the buildings would present prominent structures, the proposals do substantially accord with the approved parameter plans and masterplan document and would be largely in keeping with the surrounding development. For the reasons set out above, the scale of the buildings within the phase, including the increase in height from those shown on the approved building heights parameter plan, are considered acceptable.

Density

- 7.24 Core Strategy Policy CS17 states that sites will be developed at a variety of densities depending on their location and accessibility to public transport. The site wide density strategy has been informed by the site's topography, landscape and visual assessment work, which highlighted the higher parts of the site and the eastern edges as more prominent than the lower lying land to the south adjacent to the A2. The approved masterplan identifies phase 4 as forming part of the 'north village' character area and as a location for low density development (30-44dph). Based on the proposed development area, the development would give a maximum residential density of

43dph, which accords with the aspirations of the masterplan and is therefore considered to be acceptable.

Housing Mix

- 7.25 Policy DP7 of the Dartford's Development Policy Plan supports housing development which provides for an appropriate range of housing stock and provision of a satisfactory quality of residential development. Delivery Theme 1 of the Ebbsfleet Implementation Framework promotes the delivery of a wide range of homes and tenures for all life stages, that meet local aspirations including the affordable housing requirements as set out in relevant local planning policies. The Core Strategy recognises the need for a mix in the range of types and sizes of properties to ensure a wide choice of housing. The proposals for 133 dwellings will comprise of 1,2,3 and 4-bed homes and apartments, consisting of 82 private units and 51 affordable units.
- 7.26 Core Strategy Policy CS18 aims to promote a mix of houses to flats on a 70:30 basis, however the policy identifies that a higher proportion of flats may be acceptable on the Ebbsfleet Valley Strategic Sites, of which this site is one. In terms of dwelling mix, the proposals seek to deliver a total of 63 apartments and 70 houses representing a 47% to 53% split. Having regard to the location of the site and the densities permitted at the outline stage, this mix is considered acceptable.

Affordable Housing

- 7.27 The Outline planning permission (condition 17) makes provision for 30% affordable housing across the whole site (except for 15% for the first 230 units) which is in accordance with Core Strategy Policy CS19. In addition, condition 17 also requires that within each phase 50 % of the affordable homes shall be affordable rented homes and 50% shall be intermediate housing (shared ownership). The express wording of condition 17 does allow deviations, subject to formal approval from the Local Planning Authority.
- 7.28 In accordance with condition 18 of the outline approval the applicant has submitted an Affordable Housing Strategy under a separate application (EDC/19/0115). The strategy sets out the affordable housing provision for this phase and seeks to address any deviations from the outline permission. The table below sets out the site-wide affordable provision:

Phase	Affordable Rent	Shared Ownership	Total
Phase 1a & 1b (180 units)	9	18	27
Phase 1c (74 units)	-	18	18
Phase 2a & 2b (191 units)	18	37	55
Phase 3 (205 units)	27	14	54
Phase 4 (133 units)	37	14	51
Total	91 (47%)	101 (53%)	192

- 7.29 A total of 51 affordable homes, comprising 14 shared ownership and 37 affordable rented units are to be provided. The phased approach to the delivery of individual land parcels has at times resulted in an over/under provision of the site wide affordable housing. The proposals for phase 4 provide 11 additional units to the 40 affordable units required for this phase, in order to help address a shortfall across the wider site. In addition to the number of units, adjustments have also been made to the affordable split, with a higher proportion of affordable rented units. On balance, the proposed

split and quantity of units is acceptable when considered against the site wide provision.

- 7.30 Although there is an overprovision of affordable units within this phase, a site wide shortfall of 8.4 affordable units remains. The applicant has confirmed that the wider site will achieve a policy and condition compliant level of provision, with any shortfall addressed in forthcoming proposals for phase 2c, the last phase of residential development to be delivered.
- 7.31 Affordable housing within this phase will be distributed between 3no. apartment blocks (Blocks A, D and E) and a mix of 2 and 3-bed family homes distributed across the site, all of which have been designed in a manner to be tenure blind and indistinguishable in quality of materials from the open market housing. Dartford Borough Council's Housing Team have been consulted on the application and have raised no objection to the revised split or provision, subject to any outstanding shortfall being secured in the final phase of residential development.
- 7.32 Core Strategy Policy CS18 supports the provision of specialist housing for older people and wheelchair accessible housing. Condition 17(g) of the outline planning permission requires the delivery of a minimum of 10 Wheelchair Accessible affordable housing units within the Ebbsfleet Green development. A total of 5 wheelchair accessible (affordable rented) units will be provided in Block D. The applicant has confirmed that the remaining wheelchair units required by condition 17 will be delivered in the last residential phase of development (phase 2c). A condition has been recommended to ensure that the wheelchair units are delivered to be fully wheelchair accessible.

Residential Standards

- 7.33 The NPPF seeks to ensure developments will function well, do not undermine quality of life and create attractive and comfortable places to live, work and visit, and seeks to "create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users."
- 7.34 In March 2015, the Government introduced Nationally Described Space Standards (NDSS) as part of a revised approach to provide technical standards to drive the provision of quality housing throughout the country. DPP Policy DP8 requires all new dwellings to meet the Nationally Described Space Standards. All units within the phase comply with Nationally Described Space Standards.
- 7.35 DDP Policy DP8 requires the provision of accessible and adaptable accommodation across all tenures to meet occupants changing needs. Whilst not prescriptive regarding the proportion, it does require such accommodation to be maximised on each site and states that proposals that do not include any category M4(2) dwellings will not normally be granted. In addition, the outline planning permission identified that all affordable housing units should comply with Lifetime Homes, this standard has now been replaced with the equivalent Building Regulations Part M4(2) standard.
- 7.36 The applicant has confirmed that all affordable units within the phase will meet a minimum of Building Regulation Category M4(2). Whilst the affordable units are compliant, the private units would meet Building Regulations Category M4(1). Although not fully compliant with Part M4(2), all private apartments provide access to a lift and still provide high quality housing. On balance, whilst the development does not maximise the number of accessible units, it is not considered to warrant refusal of the application. A condition has been recommended to secure compliance with Part M4(2).

- 7.37 Core Strategy Policy CS18 supports the provision of specialist housing for older people and people with restricted mobility. In accordance with the requirements of the outline planning permission, 5 fully wheelchair accessible units are provided to optional Building Regulations standard Category 3 – M4 (3)(2)(b) in apartment Block D, with associated wheelchair compliant parking spaces. A condition has been recommended to ensure that the wheelchair units are delivered to be wheelchair accessible.

Amenity Space

- 7.38 Policy DP8 states that ‘all sites for new dwellings shall provide a range of useable size and good quality private amenity spaces (including residential gardens and balconies). Development will not be permitted where provision is insufficient in these respects; or where garden space for storage, access to daylight and direct sunlight, or privacy, overlooking and overshadowing is unacceptable.’ CS Policy CS18 requires that, where flats/apartments are provided, the accommodation is designed to a high quality, with generous internal space standards; the provision of private amenity space, such as balconies or roof gardens and wherever possible the provision of outdoor and/or indoor communal space. All the apartments in the phase are afforded a private balcony and all houses have gardens of a size which would facilitate recreational activities and are considered to accord with the above policies.

Amenity and Environment

- 7.39 Core Strategy Policy CS19 states that new development will be located, designed and constructed to safeguard the amenity of neighbouring properties and avoid adverse environmental impacts from noise, air, odour and light pollution. It is also necessary to consider the appropriateness of the existing environment for the proposed development.
- 7.40 The application site is part of a much larger redevelopment site, of which significant areas are already under construction or have been occupied. The closest existing neighbouring properties are located within phase 1a, to the north east of the site. These properties form Candy Dene and are characterised by 2 storey terraced and semi-detached units fronting onto an area of open space, which forms part of the N-S linear park running through the site. The linear park will eventually provide a direct footpath connection through to neighbouring Eastern Quarry, whilst also providing a connection to the existing Public Right of Way along the northern boundary of the site. The current proposals seek to locate two 3-storey L shaped apartment blocks onto Candy Dene, the open space, and the central spine road. Whilst, there would be a difference in scale between the two phases, there would be enough separation to prevent a loss of privacy to residents of these units. As landscaping within the linear park matures, this will also provide additional screening to properties.
- 7.41 Directly to the east of the phase is a site safeguarded for the delivery of a nursery and two form entry primary school with associated facilities including a playing field. The closest phase 4 properties will be those which front onto the central spine road. The most significant amenity consideration would be possible noise impacts. Condition 26 of the outline planning permission requires the submission of a mitigation report for parts of the development identified in the Environmental Statement as requiring noise mitigation. The noise report has identified properties across the phase which may require additional mitigation and a condition has been recommended to secure these measures for properties. The Environmental Health Officer has raised no concerns with regards to noise impacts.

- 7.42 Phase 3 lies directly to the south of the phase (currently under construction) and will provide a mix of 2-3 storey development along its northern boundary, which will front onto the proposed linear park within phase 4. It is not considered, that the proposed development would adversely impact on properties within this phase as they both deliver building heights of between 2-3 storeys in this location. It is considered that the application will not result in any loss of amenity for existing or future residents.

Design & Character

- 7.43 Matters of appearance refer to a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 7.44 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, demonstrates good architecture, is sympathetic to local character and history including the surrounding built 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).
- 7.45 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 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
- 7.46 A variety of housing typologies are proposed across the phase, including terraces and semi-detached houses, in addition to bespoke apartment blocks. The outline planning consent does not identify a specific approach to building design or appearance. The phase would resemble the consented phase 2 residential development, as both phases bring forward house types from the 'Regent Range' (a small number of units proposed are from the 'Heritage Range'). The architectural language of the Regent Range is heavily informed by Edwardian townhouse style and uses traditional elements to provide diversity to the streetscape. In total, eight different house types are proposed across the phase, ensuring that there is diversity in the built form and a range of housing for future occupants. The overall design approach for all the dwellings provides continuity and is considered to respect the context of the site location and advice provided by the NPPF.
- 7.47 In addition to the standard house types proposed, the applicant has developed five bespoke apartment blocks for the site. Apartment blocks have been fully reviewed and facades redesigned to more closely relate to a single architectural language inspired by the same period as the Regent house types. This ensures a consistent architectural language and character is demonstrated across the phase. There is a strong language between the dwelling houses and the apartment blocks which creates a strong

relationship within the street scene. Although the proposed house types are standard products, they are still considered to represent high quality development.

- 7.48 Materials across the wider site have been used to help create distinctive character areas which exhibit a unique architectural style and appearance. The proposed palette of materials for this phase comprises of buff stock bricks, slate grey concrete tiles and ashlar render to key feature buildings. The strategy for means of enclosure around dwelling boundaries would comprise 1.8m brick walls to areas of the public realm and 1.8m close boarded fencing within rear gardens. Metal feature railings will be used the front of houses and a 600mm brick wall with metal railings around apartment blocks on key frontages. A condition has been recommended to secure further details and samples of all materials proposed across the phase.

Open Space/Landscaping/Linear Park/ LEAP

- 7.49 The NPPF states that planning decisions should aim to ensure developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping (paragraph 127). Policy DP2 of the DDPP 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.
- 7.50 This reserved matters 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.

Linear Park

- 7.51 At a strategic level the landscape and open space across the site is secured through the outline planning permission and the accompanying S106. The aspiration for the linear park as set out in the approved Open Space Strategy was to provide a recreational space with amenity grass lawns, swathes of herbaceous planting and formal square to break up the park, as well as incorporating SuDs. Tree planting was a key part of the outline design, providing a grand avenue through the linear park, lined with large trees, with an area of lawn to create a useable amenity space. The design also included a small formal public square, with ornamental planting, hard surfacing.
- 7.52 The design of the linear park has been through several iterations to ensure the usability of the space is balanced with the drainage requirements for the site. The iterations have sought an increase in tree planting and landscaping and the inclusion of seating areas along the cycle path, enclosed by ornamental planting. This principal shift in the design is welcomed and is more in line with the original aspirations for the Linear Park, as set out in the approved Landscape Open Space Strategy.

Residential Planting

- 7.53 The general approach to plot landscaping is good, with shrub planting to most front gardens, deep planting beds to the perimeter of apartment blocks and well-designed feature areas of planting to gateway spaces. The proposals are generally well designed in accordance with the outline strategies, with attractive landscape proposals to compliment the buildings. The landscape proposals submitted provide a comprehensive hard and soft landscaping scheme, including a landscape strategy,

detailed planting plans, landscape specification and management plan. The Landscape Management Plan and Landscape Specification submitted both provide thorough details of the landscape proposals and maintenance regime. The proposals are generally well considered and appropriate to the residential scheme.

Play Area

- 7.54 The approved sitewide masterplan and S106 legal agreement require the delivery of 3 LEAPs (Locally Equipped Areas of Play) across the wider site aimed at children aged between 3-8 years, including one within phase 4. In accordance with the approved masterplan, a LEAP is proposed in the northwest corner of the phase. The play area will provide 8 pieces of play equipment, in addition to a separate seating area, cycle stands and bins. The design of the LEAP is generally well considered, with a range of play equipment catering to a variety of ages and abilities.

Car Parking

- 7.55 Policy CS5 of the Dartford Core Strategy 2011 in respect of the Ebbsfleet Development Framework Strategic Site at Ebbsfleet Green sets out the provision of a walking and cycling network and a Fastrack route across the area encouraging a high proportion of trips by sustainable means in part 4d). Policy CS15a) encourages the reduction in car travel and promotes mixed use developments and close interrelationship between complementary land uses. Part g) sets out an integrated approach with developers to implement an integrated walking and cycling network joining communities with the facilities they need to access. Part j) advised that a parking Supplementary Planning Document (SPD) would be developed to provide guidance on parking space requirements, design and the management of parking provision.

- 7.56 Dartford Borough Council's Parking Standards Supplementary Planning Document (July 2012) is a material consideration in EDC's determination of planning applications. The general approach to parking policy is outlined in paragraphs 4.1 and 4.4 of the SPD:

"4.1...The Council's approach is one of encouraging a reduction in travel by car, rather than restricting car ownership. In line with national guidance, this SPD seeks to meet demand for car ownership by providing for parking to meet local demand in residential areas. Car parking will, however, be regulated at trip destinations, where a choice of travel options is available..."

"4.4 This SPD sets out the required level of parking which is considered appropriate, according to the location and type of use. 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..."

- 7.57 The following table sets out the parking requirements according to Dartford Borough Council's Parking Standards SPD and the total number of spaces made available in the current proposals:

Type	No. Spaces Provided	SPD Requirements
1&2-bedroom flats and houses (1.2 space per home) (69)	87	82.8
3-bedroom homes (1.5 space per home) (30)	134	45

4-bedroom homes (2 spaces per home) (34)		68
Visitor Parking (3 spaces per 10 homes)	21	39.9
Van Parking (1 space per 10 homes)	7	13.3
Total	249	249

- 7.58 A variety of parking solutions have been integrated into the design of Phase 4, including tandem, on-street, on-plot front curtilage and courtyard parking associated with specific blocks. The proposed development includes the provision of 221 spaces allocated for residents, 21 spaces for visitors and 7 spaces for vans. Of the allocated spaces, 5 spaces are for wheelchair users, associated with block d. The total number of spaces required against the SPD calculation would be 249. Although the overall parking provision is compliant with the DBC standard, the split does not accord, with a shortfall in van and visitor spaces.
- 7.59 The application is supported by a Parking Technical Note which sets out the applicant's parking strategy and justification for the amended parking mix. The technical note seeks to deliver a visitor parking provision which would more closely align with visitor parking observed at the neighbouring Eastern Quarry site (Castle Hill). The applicant has looked at parking survey results undertaken in September 2018 at Castle Hill (329 houses and 160 flats) which showed a ratio of 0.20 visitor cars per unit for houses and a ratio of 0.24 visitor cars per unit for flats. Regarding total visitor space demand across the site a ratio of 0.21 visitor cars per unit were observed. In addition, surveys undertaken by WSP in January 2019 observed a maximum of 12 cars parked in visitor spaces on the phase 1a site in Ebbsfleet Green (62 units), representing a ratio of 0.20 visitor cars per unit, which supports the Castle Hill findings. The current proposals seek to deliver a lower number of visitor spaces than the 0.20 cars per unit observed, however it should be noted that the majority of houses across the phase have been afforded two parking spaces. It is therefore likely that visitors to properties would park in private spaces in the first instance.
- 7.60 The proposals include 7 van spaces rather than the required 13 spaces by the SPD. Parking surveys undertaken at the Ebbsfleet Green site, and adjacent residential sites in Ebbsfleet, support a lower provision of van spaces, with the survey results concluding that dedicated van spaces (7.5m x 3.5m) are not generally used for van parking, with the majority of vans parked on-plot and within standard sized bays (5m x 2.5m) instead.
- 7.61 It should be noted that Highways officers raise no objection to the overall distribution and mix of car parking spaces available. Highways officers have advised that it is likely that vans will be parked on driveways as residents will want to be able to see vans from their residences for surveillance purposes. Visitors are likely to use spaces available on driveways. Although the parking mix deviates from the SPD, the overall quantum of parking would be compliant. On balance, the parking provision is considered to be appropriate.

Electric Vehicle Charging

- 7.62 The Dartford Borough Council Parking Standards SPD identifies the importance of providing electrical charging points to all residential dwellings and states:

“Residential dwellings with on-plot parking should provide electrical charging points. Where it is considered unviable to do so, dwellings should be designed to enable the provision of an electrical charging point either as an optional extra or later. Where residential dwellings do not have parking within their curtilage, consideration should be given to providing charging points on-street or within communal parking areas, including designing the development to minimise the cost and disturbance of retrofitting charging points at a later date.”

- 7.63 The applicant has confirmed that electric vehicle charging points will be provided for dwellings where the car parking space is within the curtilage of the dwelling. For health and safety reasons it is impractical to trail EV charging cables across public footpaths from dwellings to car parking spaces that are separate or not within the curtilage of the dwelling. In total, electric vehicle charging points will be afforded to 51 houses. A communal electric vehicle charging stack will be provided for each of the 5 apartment blocks to be used on a shared basis. A condition has been recommended to secure further details of the EV charging points to be provide and to ensure retention after installation.

Cycle Parking

- 7.64 Policies DP2 and DP4 promote the prioritisation of walking, cycling and public transport through clear linkages and permeability. To encourage sustainable development, the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. The DBC Parking Standards SPD sets out cycle parking standards of one space per 1 and 2 bed home and 1 space per 8 homes for visitors. Dedicated cycle stores have been provided for each of the apartment blocks. Cycle parking for houses will be provided in the form of a secure shed in the garden or in a garage where provided. The proposals accord with the requirements of the SPD. A condition has been recommended to secure the delivery of cycle stores prior to occupation of dwellings and to ensure there retention thereafter.

Refuse Stores

- 7.65 In terms of refuse and servicing, residential units will be provided with space for waste and recycling storage in a dedicate store for each of the apartment blocks, integrated into the building. Stores are located adjacent to road or car park access points. The distance from access points of the collection vehicle to the storage area of the apartment blocks is no more than 25m. A condition has been recommended to secure the delivery of refuse stores prior to occupation of dwellings and to ensure there retention thereafter.

Biodiversity and Ecology

- 7.66 The NPPF states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity (paragraph 170). Adopted CS Policy CS12 supports proposals that conserve, enhance and promote biodiversity to ensure no net loss of biodiversity within the Borough.
- 7.67 The details of ecological works, mitigation measures and monitoring have been secured under the outline planning permission. The relevant ecological mitigation and site clearance has already been carried out onsite. 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.

- 7.68 The Ecology officer has confirmed that the phase 4 proposals are not located within an area which provides the habitat for the protected species mitigation as agreed and approved at the outline planning permission stage. It should be noted that the Ecology Officer raises no objection to the proposals.

Flood Risk and Drainage

- 7.69 Core Strategy Policy CS18 expects development proposals to reduce the overall local risk of flooding and demonstrate that they are adequately defended and safe over their lifetime. Regarding drainage, as a minimum, surface water run-off must have no greater adverse impact than the existing use. Adopted CS Policy CS19 seeks proposals to build in resilience to the effects of climate change, including flood risk.
- 7.70 The wider Ebbsfleet Green site has undergone a significant amount of technical design in respect of drainage. The outline planning permission (condition 43), was supported by an indicative surface water drainage strategy, which included two detention basins and two areas of geocellular crates within phase 4's linear park. The approach was consistent with the agreed landscape design approach with a formal space and recreational area. Whilst this covered the strategic approach to water treatment, the primary concern in relation to this application is to ensure that any development changes are appropriately provided for within the drainage scheme for the wider site.
- 7.71 The current approach for phase 4's drainage arrangement is for a series of four swales with underground cellular storage crates within the linear park. Kent County Council would urge where possible that the swales are not periodically flooded and only hold water during extreme rainfall events, so that these spaces can serve as open spaces most of the time. Extensive discussions have been held between the applicant and KCC Lead Flood Authority and several pre-commencement conditions have been sought to secure the detailed design and future maintenance details.

Sustainability

- 7.72 The NPPF sets out the key role planning plays in delivering reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The NPPF also notes that planning supports the delivery of renewable and low carbon energy and associated infrastructure. Core Strategy Policy CS23 requires that all new developments will need to demonstrate reductions in energy use through passive design and layout of development. It also requires that housing developments of 100 units or more are required to achieve at least (the now defunct) Level 4 of the Code for Sustainable Homes (CSH) (or its equivalent).
- 7.73 A Sustainability Strategy has been prepared by WSP which seeks to address the requirements of condition 19 (o) and (p) of the outline planning permission. The conditions seek measures to reduce carbon emissions from the development below those of the prevailing Building Regulations and to the equivalent of the former Code Level 4. In addition, it seeks the utilisation of sustainable construction methods, materials and water conservation measures.
- 7.74 The proposed development will incorporate several relevant energy conservation measures including improved air tightness, high performance building fabrics and glazing and 100% low energy lighting. After demand has been reduced through the

application of energy efficiency measures, the next step is to consider low carbon technologies in order to provide further reductions in carbon dioxide emissions.

- 7.75 The document outlines an assessment of low/zero carbon technologies including photovoltaic panels, wind power, ground source heating/cooling and solar thermal. The assessment concludes that solar photovoltaic technology is the most appropriate technology for the site with systems located on appropriate roof spaces. It concludes that Phase 4 development can achieve the 19% target reduction which is the necessary to meet the former CSH Level 4 standard. A condition has been recommended to secure details of the appearance of the PV panels to be used and their retention. In accordance with CS policy CS 25 all new homes on the site will achieve at least Level 4 of the (now defunct) Code for Sustainable Homes in terms of water use, the equivalent of 105 litres per person per day in advance of mandatory requirements.

Noise

- 7.76 Pursuant to condition 26 of the outline consent, applications for approval of details pursuant to Condition 2 (reserved matters), for those parts of the development identified in the Environmental Statement as requiring noise mitigation shall be accompanied by a mitigation report relevant to that phase. In accordance with the condition, the applicant has submitted a Noise Assessment to accompany the application which identifies specific noise mitigation measures for the dwellings that are potentially more susceptible to traffic noise from the A2 carriageway and Southfleet Road. In addition, other neighbouring sources of noise identified in the report include, a MUGA and NEAP associated with phase 2c development to the east of the phase, the LEAP associated with phase 4 and the future school site.
- 7.77 The noise report considers the anticipated performance of the acoustic bund and fence and the specification of building façade elements to enable suitable indoor ambient noise level. A 3-D noise model has been constructed to facilitate the assessment of the potential impact of existing environmental noise sources on proposed dwellings at the site. The results from the noise model have been used to predict the ambient road traffic noise levels at the façades of the proposed dwellings to specify glazing and ventilator performances to achieve appropriate internal noise levels.
- 7.78 The report concludes that appropriate indoor ambient noise levels can be achieved within the proposed dwellings through the proposed noise attenuation that would be safeguarded through a planning condition. Noise levels at external balconies and within gardens are predicted to be like those presented in the Environmental Statement. It should be noted that the Dartford Borough Council's Environmental Health Officer has raised no objection to the proposals.

Heritage

- 7.79 Investigation of archaeological potential at the Ebbsfleet Green site has already been examined in association with conditions 10 and 11 of the outline planning permission and the Historic Environment Framework. It has been demonstrated with reference to separate submissions to comply with archaeology (conditions 10a, 10b and 11) that the proposals will not adversely impact on any surviving archaeology present. The heritage officer has raised no objection to the proposals.

Building for Life Assessment

- 7.80 Paragraph 129 of NPPF states that Local Planning Authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include design advice and review arrangements and assessment frameworks such as Building for Life.
- 7.81 A Building for Life (BfL) assessment of the scheme has been undertaken by EDC officers. BfL is a design tool to measure and assess good design for new homes that is supported by the house building and architectural industries as well as Government and Local Authorities. The development is considered to perform well against the 12 BfL questions, achieving 9 Greens, 3 ambers and no reds. The three amber scores relate to character, creating well defined streets and spaces and car parking. An amber indicates that more refinement could have been achieved and the balanced judgement with regards parking spaces/design is set out earlier in this report. However officers have concluded that this question should be scored an 'amber' and on this basis the scheme meets the requirements for Building for Life.

Condition 19 – Outstanding Issues

- 7.82 All matters listed in condition 19 of the outline permission (in relation to details required for reserved matters applications), apart from street lighting and street furniture, external lighting (not street lighting) and details of television signal receivers have been provided. Consideration of these details is not required prior to commencement of development. A condition has been recommended to secure the outstanding information.

Habitats Regulations Assessment (HRA) Screening

- 7.83 Policy DP25 of the DDPP requires large residential developments located within 10km from the North Kent European Protected Sites (that are located outside the Borough) to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features.
- 7.84 Article 6(3) of the Habitats Directive requires screening to be undertaken on a precautionary basis to assess likelihood of impact on a protected site without regard to any proposed mitigation. Where a likely impact is established, an Appropriate Assessment will be required, and mitigation should then be taken into account. The applicant has acknowledged that an Appropriate Assessment is necessary under the Habitat Regulations.
- 7.85 The development is situated within 10 km 'as the crow flies' from North Kent European sites and is therefore likely to impact on the Thames Estuary and Marshes Special Protection Area (SPA). An Appropriate Assessment has been carried out by EDC as competent authority as to whether the project will affect the integrity of the site. Progress in understanding potential recreational impacts in north Kent has enabled a study (the Dartford Study) of the approach that can be taken to protect European sites in Dartford. The Dartford study sets out a practical approach that the planning authorities in Dartford Borough can incorporate into planning determinations that enable development proposals to meet regulatory requirements.
- 7.86 Consequently, the applicant has committed to paying the Strategic Access Management and Monitoring Strategy (SAMMS) tariff of £16.37 per dwelling, equating to £ 2,177.21 in order to mitigate the impact of the development on the SPA. The

applicant has confirmed the tariff will be paid and will be secured via a Unilateral Undertaking. As such the recreational impact of the development on North Kent European Protected sites is considered to be sufficiently mitigated.

- 7.87 Natural England have been consulted on the screening and Appropriate Assessment and have advised that on the basis of the appropriate financial contributions being secured, Natural England concurs with EDC Officer's conclusion that this is suitable mitigation, as such the proposed developments will not have an adverse effect on the integrity of the European protected sites.

EIA

- 7.88 The outline planning permission was identified as being EIA development and the requisite assessments made. It follows that subsequent application made pursuant to the outline planning permission (including reserved matters) are also in respect of EIA. It is EDC officer's opinion that all matters pursuant to EIA in respect of Ebbsfleet Green have been satisfactorily identified and assessed as part of the outline permission application process. 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.

Crime Prevention

- 7.89 In accordance with s.17 of the Crime and Disorder Act, due regard has been had to the need to secure design that helps avoid crime. It is considered that the layout and design of the scheme follows these principles in creating a safe and secure environment.

8.0 FINANCIAL CONSIDERATIONS

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

9.0 HUMAN RIGHTS

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

10.0 PUBLIC SECTOR DUTY

- 10.1 In determining this application, regard has been had to the Public Sector Equality Duty (PSED) as set down in section 149 of the Equality Act 2010, in particular with regard to the need to –
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and

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

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

11.0 RECOMMENDATIONS AND CONCLUSIONS

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

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