

**Reference:** EDC/19/0159

**Site Address:** Former Croxton and Garry Site adjacent to London Road and Tiltman Avenue, Swanscombe.

**Proposal:** Application for the approval of Reserved Matters (matters relating to layout, scale, appearance and landscaping) pursuant to outline planning permission reference EDC/17/0110 as varied by EDC/19/0161 for the erection of 221 dwellings together with associated infrastructure including details of a surface water drainage scheme, finished site and floor levels, noise attenuation and mitigation measures, ecological enhancement and heritage interpretation.

**Applicant:** Bellway Homes Limited (Thames Gateway)

**Parish / Ward:** Swanscombe and Greenhithe

**OVERVIEW:**

This application seeks approval of reserved matters in relation to appearance, scale, layout and landscaping. Access to the site has previously been secured under the outline consent comprising two junctions off Tiltman Avenue.

The scheme proposes erection of 221 dwellings comprising a mix of houses (86), apartments (125) and flats over garages (10), all of which meet the nationally described space standard and would afford the occupants good levels of private and semi-private amenity space. It includes 30% of the dwellings as mixed tenure affordable housing (including 3 wheelchair accessible dwellings) all of which would be lift served by lifts.

A positive change to the initial scheme has been the incorporation of lifts into the majority of apartment blocks to maximise the provision of M4(2) compliant dwellings, with 74% of all dwellings across the site now achieving that standard. Furthermore, the overall design and appearance of the buildings are tenure blind and would provide a sense of continuity and wayfinding around the site.

The layout provides 20% of the site as public open space which would comprise high quality spaces compliant with planting specifications established in the EDC Public Realm Strategy, to ensure welcoming streets and spaces whilst also supporting wider health, biodiversity and sustainable drainage objectives. These spaces would include new and improved pedestrian and cycle routes that would be attractive, safe and promote local connectivity.

The scheme utilises a number of parking typologies and a particularly positive aspect of the scheme includes concealing a large area of parking with a podium structure that accords with a preferred parking solution identified in the Ebbsfleet Implementation Framework. The scheme also includes good provision for charging electric vehicles to support the wider climate change agenda, despite not being a mandatory planning requirement. The scheme incorporates various other sustainable elements including incorporation of PV panels across many of the buildings.

Overall, the scheme has evolved well following positive discussions with the applicant at pre-application stage and post submission, informed by feedback from an informal committee presentation prior to submission. The quality of the scheme is reinforced by achieving a very good Building for Life rating (10 greens and 2 ambers), which supports the officers recommendation that the scheme is approved.

## **RECOMMENDATION:**

Approval of reserved matters, subject to the following:

- (i) Approval of s.73 application submitted under reference EDC/19/0161; and
- (ii) Imposition of the following conditions and informatives:

## **CONDITIONS**

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

### Site Wide Plans

- 1332-D-1000 Rev.B – Location Plan
- 1332-D-1001 Rev.B – Existing Site Plan (Levels)
  
- 1332-D-1300 Rev.P – Site Layout Plan
  
- 1332-D-1200 Rev.E – Unit Mix Plan
- 1332-D-1201 Rev.K – Parking Strategy
- 1332-D-1202 Rev.G - Boundary Condition Plan
- 1332-D-1203 Rev.F - Refuse Strategy Plan
- 1332-D-1204 Rev.E – Massing Plan
- 1332-D-1205 Rev.F – Tenure Strategy
- 1332-D-1206 Rev.D – External Materials Plan
- 1332-D-1101 Rev.A – Roof Layout Plan with PV Strategy
  
- 1801/03/3013 Rev.F – Drainage Strategy
- 1801/03/1013 – Pond and Soakaway Construction Details
- 1801/03/1014 – Soakaway Construction Details
- MBSK200108-01 Rev.P3 - Land Adoption Plan
- A/BHCROXTON.2/LT-01 Rev.P4 – Street Lighting Proposals
- MBSK200108-04 Rev.P2 - Lighting Areas Plan
- MBSK192025-01 Rev.P1 – Swept Path Analysis Cars Exiting Drives onto Road 2
- MBSK192025-02 Rev.P1 – Swept Path Analysis Cars Exiting Plot 213
- MBSK1911-02.P1 – Visibility Splays at End of Roads 2 and 3
- MBSK191126-03.P1 – Swept Path Analysis 11.22m Refuse Vehicle Turning at End of Road 2
- MBSK191126-04.P1 – Swept Path Analysis 11.22m Refuse Vehicle Turning at End of Road 3
- MBSK200108-02 Rev.P2 – 2m Pedestrian Inter-Visibility
- MBSK200108-03 Rev.P4 – Visibility Splays Around Site

### Landscape Plans

- 1552/006 Rev I – Landscape Masterplan
- 1552/007 Rev H - Soft Landscape Strategy
- 1552/008 Rev F - Public Open Space
- 1552/009 Rev F - Heritage Interpretation Measures

- 1552/010 Rev F - Public Footpath DS3 Landscape Details
- 1552/011 Rev D – Tiltman Avenue Landscape Details
- 1801/03/5000 Rev.A – Public Throughway Stairs – Plan, Section & Details
- 1801/03/2013 – Section Through Embankment
- 1801/03/3021 Rev.A – Cross Section Through Pond
- 1801/03/3022 Rev.A - Cross Section Through Pond
- SK-05 – Pond Layout

#### Street Elevations

- 1332-D-1301 Rev D – Section Lines Plan
- 1332-D-1700 Rev.C – Street Elevation AA (Road 5)
- 1332-D-1701 Rev.C – Street Elevation BB (Green Link)
- 1332-D-1702 Rev.B – Street Elevation CC
- 1332-D-1703 Rev.B – Street Elevation DD (Tiltman Avenue)
- 1332-D-1704 Rev.C – Street Elevation EE (Road 4)
- 1332-D-1705 Rev.A - Block A & B + HT9 Street Elevation FF (Road 1)
- 1332-D-1706 Rev.A – Section A-A – Section through Cliff and Block B

#### Apartments - Elevations

- 1332-D-1800 Rev.B – Front Elevation (Tiltman Avenue) - Apartment Block A
- 1332-D-1801 Rev.C – West Elevation (Perimeter Park) - Apartment Block A
- 1332-D-1802 Rev.B – East Elevation (Road 1) - Apartment Block A
- 1332-D-1803 Rev.B – Deck Elevation (South) - Apartment Block A
  
- 1332-D-1804 Rev.C – Front Elevation - Apartment Block B
- 1332-D-1805 Rev.B – Side Elevation - Apartment Block B
- 1332-D-1806 Rev.C – Side (Deck) Elevation - Apartment Block B
- 1332-D-1807 Rev.B – Landscaped Courtyard Elevation - Apartment Block B
  
- 1332-D-1808 Rev.A – Front Elevation - Apartment Block C
- 1332-D-1809 Rev.A – Side Elevation - Apartment Block C
- 1332-D-1810 Rev.A – Side Elevation - Apartment Block C
- 1332-D-1811 Rev.A – Rear Elevation - Apartment Block C
  
- 1332-D-1812 Rev.A – Front and Side Elevation - Apartment Block D
- 1332-D-1813 Rev.A – Rear and Side Elevation - Apartment Block D
  
- 1332-D-1814 Rev.A – Front and Side Elevation - Apartment Block E+H+J
- 1332-D-1815 Rev.A – Rear and Side 2 Elevation - Apartment Block E+H+J
  
- 1332-D-1816 Rev.A – Front Elevation - Apartment Block F
- 1332-D-1817 Rev.A – Side Elevation - Apartment Block F
- 1332-D-1818 Rev.A – Side Elevation - Apartment Block F
- 1332-D-1819 Rev.A – Rear Elevation - Apartment Block F
  
- 1332-D-1820 Rev.A – Front Elevation - Apartment Block G
- 1332-D-1821 Rev.A – Side Elevation - Apartment Block G
- 1332-D-1822 Rev.A – Side 2 Elevation - Apartment Block G
- 1332-D-1823 Rev.A – Rear Elevation - Apartment Block G
  
- 1332-D-1824 Rev.A – Front & Side Elevation - Apartment Block I
- 1332-D-1825 Rev.A – Rear & Side Elevation - Apartment Block I
  
- 1332-D-1826 Rev.A – Front Elevation - Apartment Block K
- 1332-D-1827 Rev.A – Side Elevation - Apartment Block K

- 1332-D-1828 Rev.A – Side Elevation - Apartment Block K
- 1332-D-1829 Rev.A – Rear Elevation - Apartment Block K

#### Apartments – Floor Plans

- 1332-D-1400 Rev.B - NW Apt Block A & B + HT9 Ground Floor (Parking)
- 1332-D-1401 Rev.B - Apt Block A & B + HT9 First Floor (Deck)
- 1332-D-1402 Rev.B - Apt Block A & B + HT9 Second Floor Plan
- 1332-D-1403 Rev.B - Apt Block A&B + HT9 Third Floor
- 1332-D-1404 Rev.B - Apt Block A & B + HT9 Fourth Floor (Top)
  
- 1332-D- 1405 Rev.A - Ground Floor Plan - Apartment Block C, F & G
- 1332-D- 1406 Rev.A - First Floor Plan - Apartment Block C, F & G
- 1332-D- 1407 Rev.A - Second Floor Plan - Apartment Block C, F & G
- 1332-D- 1408 Rev.A - Third Floor Plan - Apartment Block C, F & G
  
- 1332-D- 1409 Rev.B - Ground Floor Plan - Apartment Block D
- 1332-D- 1410 Rev.A - First Floor Plan - Apartment Block D
- 1332-D- 1411 Rev.A - Second Floor Plan - Apartment Block D
  
- 1332-D- 1412 Rev.B - Ground Floor Plan - Apartment Block E
- 1332-D- 1413 Rev.A - First Floor Plan - Apartment Block E
- 1332-D- 1414 Rev.A - Second Floor Plan - Apartment Block E
  
- 1332-D- 1418 Rev.B - Ground Floor Plan - Apartment Block H+I+J
- 1332-D- 1419 Rev.A - First Floor Plan - Apartment Block H+I+J
- 1332-D- 1420 Rev.A - Second Floor Plan - Apartment Block H+I+J
  
- 1332-D- 1421 Rev.A - Ground Floor Plan - Apartment Block K
- 1332-D- 1422 Rev.A - First Floor Plan - Apartment Block K
- 1332-D- 1423 Rev.A - Second Floor Plan - Apartment Block K
- 1332-D- 1424 Rev.A - Third Floor Plan - Apartment Block K

#### Houses – Floor Plans

- 1332-D-1500 – HT1 - House Type 1 – Ground and First Floor Plan
- 1332-D-1501 – HT2 - House Type 2 – Ground and First Floor Plan
- 1332-D-1502 – HT2A - House Type 2A – Ground and First Floor Plan
  
- 1332-D-1503 – HT3 - House Type 3 – Ground and First Floor Plan
  
- 1332-D-1504 Rev.A – HT4 - House Type 4 – Ground and First Floor Plan
  
- 1332-D-1505 – HT5 - House Type 5 – Ground and First Floor Plan
- 1332-D-1506 – HT5A - House Type 5A – Ground and First Floor Plan
- 1332-D-1507 – HT5B - House Type 5B – Ground and First Floor Plan
  
- 1332-D-1508 - HT6 - House Type 6 – Ground Floor Plan
- 1332-D-1509 - HT6 - House Type 6 - First Floor Plan
  
- 1332-D-1510 – HT7 - House Type 7 – Ground and First Floor Plan
  
- 1332-D-1511 - HT8 - House Type 8 - Ground Floor Plan
- 1332-D-1512 - HT8 - House Type 8 - First Floor Plan
- 1332-D-1513 - HT8 - House Type 8 - Second Floor Plan

- 1332-D-1514 - HT8A - House Type 8A – Ground Floor Plan
- 1332-D-1515 - HT8A - House Type 8A - First Floor Plan
- 1332-D-1516 - HT8A - House Type 8A - Second Floor Plan
  
- 1332-D-1517 Rev.A - HT9 - House Type 9 - Ground Floor Plan
- 1332-D-1518 Rev.B - HT9 - House Type 9 - First Floor Plan
- 1332-D-1519 Rev.B - HT9 - House Type 9 - Second Floor Plan
  
- 1332-D-1530 - AHT1 - Affordable House Type 1 - Ground and First Floor Plan
- 1332-D-1531 - AHT1A - Affordable House Type 1A - Ground and First Floor Plan
- 1332-D-1532 - AHT2 - Affordable House Type 2 - Ground and First Floor Plan
- 1332-D-1533 - AHT3 - Affordable House Type 3 - Ground and First Floor Plan
  
- 1332-D- 1430 - Part M4(3) Wheelchair Flat - Wheelchair Flat Apartment Blocks C, F & G

#### Houses – Elevations

- 1332-D-1850 Rev.B – Elevations – HT1 - House Type 1
- 1332-D-1851 Rev.B – End and Mid Terrace Elevations – HT2, HT2A
- 1332-D-1852 Rev.B – Elevations – HT3 - House Type 3
- 1332-D-1853 Rev.B – Elevations – HT4 - House Type 4
- 1332-D-1854 Rev.B – Detached Elevations – HT5 - House Type 5
- 1332-D-1855 Rev.B – Semi and End Terrace Elevations – HT5A, HT5B - House Type 5
- 1332-D-1856 Rev.B – Detached and Semi Detached Elevations – HT6 - House Type 6
- 1332-D-1857 Rev.B – Elevations – HT7 - House Type 7
- 1332-D-1858 Rev.B – Elevations - HT8 - House Type 8
- 1332-D-1859 Rev.A – Elevations - HT8A - House Type 8A
- 1332-D-1860 Rev.B – Elevations - HT9 - House Type 9
- 1332-D-1861 Rev.B - End & Mid Terrace Elevations - AHT1, AHT1A
- 1332-D-1862 Rev.B – Elevations - AHT2 - Affordable House Type 2
- 1332-D-1863 Rev.B – Elevations - AHT3 - Affordable House Type 3
- 1332-D-1865 Rev.A – Elevations - AHT3 - Affordable House Type 3
- 1332-D-1867 – Elevations – HT4 & HT3 House Type

#### Flats Over Garages – Floor Plans

- 1332-D-1520 - FT1 - FOG Type 1 - Ground Floor Plan
- 1332-D-1521 - FT1 - FOG Type 1 - First Floor Plan
- 1332-D-1522 Rev.A - FT1A - FOG Type 1A - Ground Floor Plan
- 1332-D-1523 Rev.A - FT1A - FOG Type 1A - First Floor Plan
- 1332-D-1524 Rev.A - FT1B - FOG Type 1B - Ground Floor Plan
- 1332-D-1525 Rev.A - FT1B - FOG Type 1B - First Floor Plan
- 1332-D-1540 Rev.A - AFT1 - Affordable FOG Type 1 - Ground Floor Plan
- 1332-D-1541 Rev.A - AFT1 - Affordable FOG Type 1 - First Floor Plan

#### Flats Over Garages – Elevations

- 1332-D-1837 Rev.B – FT1 - FOG Type 1
- 1332-D-1838 Rev.B – FT1A - FOG Type 1A
- 1332-D-1839 Rev.B – FT1B - FOG Type 1B
- 1332-D-1864 Rev.B – AFT1 - Affordable FOG Type 1

#### Substation

- 1332-D-1866 Rev.A – Plan and Elevations

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

Prior to any Works above Foundation Level

2. Prior to the commencement of any works above foundation level, the following details shall be submitted to and approved in writing by the Local Planning Authority. The details shall substantially accord with the details illustrated and annotated on the approved drawings and shall include the following details:

- (i) brick bay projections;
- (ii) feature brickwork recessing;
- (iii) window reveals;
- (iv) entrance canopies;
- (v) external service/meter boxes;
- (vi) external residential front doors and service doors;
- (vii) hit and miss brickwork;
- (viii) laser cut balustrades;
- (ix) parking pergolas;
- (x) communal cycle stands; and
- (xi) open space gazebo.

The development shall be implemented in accordance with the approved details.

**Reason** – In order to ensure an acceptable standard of development upon completion, in accordance with adopted Dartford Development Policies Plan Policy DP2.

3. Prior to the commencement of any works above foundation level, details of the proposed active electric vehicle charging points and passive electric vehicle charging provision, as shown and annotated on Drawing No. 1332-D-1201 Rev.K (Parking Strategy), shall be submitted to and approved in writing by the Local Planning Authority. The details shall include arrangements for management and maintenance of the electric vehicle charging points that are located within communal car parking areas. The approved active and passive electric vehicle charging provisions shall thereafter be installed prior to first occupation of the dwelling or car park to which they relate and, unless otherwise agreed in writing by the Local Planning Authority, shall be retained at all times.

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

4. Prior to the commencement of any works above foundation level, details of secure and weatherproof cycle storage for all houses, as shown on the approved plans, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include capacity proportionate to the size of the dwelling that it will serve. The approved cycle storage shall be provided prior to occupation of the dwelling to which it relates.

**Reason** – In order to encourage sustainable travel, in accordance with adopted Dartford Development Policies Plan Policy DP4 and the adopted Parking Standards Supplementary Planning Document (2012).

Prior to First Occupation

5. Prior to first occupation of any dwelling hereby approved, the surface water drainage scheme shall be fully installed in accordance with the approved Drainage Strategy by RLT dated November 2019.

**Reason** - In order to ensure adequate arrangements for the sustainable disposal of surface water in accordance with adopted Dartford Core Strategy Policy CS24.

6. Prior to first occupation of any dwelling hereby approved, an as-built report of the surface water drainage system to be approved pursuant to condition 5, shall be submitted to and approved in writing by the Local Planning Authority. The report should demonstrate that there is no downgradient flow of groundwater from soakaways entering any fill on adjacent land or causing outflow of leachate from any nearby landfill material and that there should be no direct entry of drainage into groundwater, with a minimum of 2 metre unsaturated zone maintained at all times.

**Reason** - In order to ensure that the development does not contribute to unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 178 of the National Planning Policy Framework and adopted Dartford Development Policies Plan Policy DP5.

7. Prior to the first occupation of any building identified on Drawing No. 1332-D-1101 Rev.A (Roof Layout Plan with PV Strategy) as comprising installation of photovoltaic panels, the photovoltaic panels shall be installed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority, and shall thereafter be retained at all times. The submitted details shall include the appearance, form and technical specification of the photovoltaic panels.

**Reason** - To accord with the terms of the application and to minimise carbon emissions through use of renewable energy, in accordance with adopted Dartford Core Strategy Policy CS23.

8. Prior to first occupation of any dwelling hereby approved, a detailed specification of the proposed items of play equipment to be located in the play park shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall be in broad accordance with the indicative images shown on Drawing No. 1552/008 Rev.F (Public Open Space). The approved items of play equipment shall be installed prior to the area of public open space to which it relates first being brought into use by members of the public.

**Reason** – In order to provide high quality and functional public spaces to meet the needs of the development, in accordance with adopted Dartford Core Strategy Policy CS17 and Dartford Development Policies Plan Policy DP2 and DP8.

9. Prior to first occupation of any dwelling hereby approved, details of the form, appearance and content of the 2no. heritage interpretation boards shown on Drawing No. 1552/009 Rev.F (Heritage Interpretation Measures shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include evidence of local engagement to demonstrate how the details have been informed by engagement with local heritage groups. The approved interpretation boards shall be installed on site in the locations shown on the approved plans as part of the hard landscaping scheme for the area to which it relates.

**Reason** - In order to ensure the development reflects the heritage of the site in order to create a sense of place, in accordance with adopted Dartford Local Plan Core Strategy Policies CS6 and adopted Dartford Development Policies Plan Policy DP12.

10. Prior to first occupation of any dwelling within Blocks A or B, access control gates to the podium car parking area shall be installed in accordance with details to have first been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include details of access control measures. The access control gates and access control measures shall thereafter be maintained in working order and retained at all times.

**Reason** – In order to control access and reduce potential for crime and anti-social behaviour, in accordance with Dartford Development Policies Plan Policy DP5.

11. Prior to first occupation of any individual dwelling hereby approved identified as complying with Building Regulations optional requirement M4(2) (refer to Informative 3), the developer shall provide written verification to the Local Planning Authority that the dwelling has been constructed to comply with that standard.

**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.

12. Prior to first occupation of any dwelling in apartment blocks C, F and G, the developer shall provide written verification to the Local Planning Authority that the wheelchair accessible dwelling in the applicable apartment block, as identified on the approved plans, has been constructed to comply with Building Regulations optional requirement M4(3)(2)(b).

**Reason** – To ensure that the allocated wheelchair units provide adequate internal and external arrangements to accommodate the requirements of residents with restricted mobility, in accordance with Dartford Development Policies Plan Policies DP2 and DP8.

#### Compliance Conditions

13. The communal 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, and shall thereafter be retained and kept available for use by the residents at all times.

**Reason** – In order to encourage sustainable travel, in accordance with adopted Dartford Development Policies Plan Policy DP4 and the adopted Parking Standards Supplementary Planning Document (2012).

14. The private and communal refuse storage areas for the development hereby approved, as shown on the approved plans, shall be constructed, furnished and made available for use prior to the relevant dwelling(s) 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 DP2, DP3 and DP4.

15. Open spaces and pedestrian routes within the development hereby approved, as identified on the approved plans, shall be provided in accordance with the following timescales:



- (i) Play park prior to occupation of the 100<sup>th</sup> dwelling.
- (ii) North-south green route prior to occupation of the 100<sup>th</sup> dwelling.
- (iii) Gateway open space prior to occupation of the 200<sup>th</sup> dwelling, or within 3 years of the date of occupation of the 1<sup>st</sup> dwelling, whichever is the earlier date.

**Reason** – In order to ensure the timely provision of infrastructure to ensure residents have access to public open space and footpath connections.

16. Prior to first occupation of any dwelling within Blocks A or B, the raised deck amenity space shown on the approved plans as serving those Blocks shall be completed in its entirety and be available for use.

**Reason** - In order to ensure residents have access to amenity space open.

17. Save for any street trees, the driver visibility splays shown on Drawing No. MBSK200108-03 Rev. P4 shall be kept clear of obstructions over 900mm in height at all times. The pedestrian visibility splays shown on Drawing No. MBSK200108-02 Rev. P2 shall be kept clear of obstructions over 600mm in height at all times.

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

18. The vehicle parking spaces identified on Drawing No. 1332-D-1201 Rev.K (Parking Strategy) as being non-allocated for shall be kept available and managed at all times as non-allocated parking.

**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.

19. The dwellings hereby approved shall be constructed in accordance with the following specifications:

- (i) The water efficiency measures included in section 3.2 of the Energy Statement prepared by JAW dated 8<sup>th</sup> January 2020.
- (ii) The acoustic performance recommendations summarised in Figure 7.1 of the Sound Insulation Assessment prepared by Mayer Brown dated September 2019.
- (iii) The specification provided in Tables 3-1 and 3-2 of the Energy Statement prepared by JAW dated 8<sup>th</sup> January 2020.

**Reason** – To accord with the terms of the application and in order to increase water efficiency, to ensure acceptable internal living conditions and to minimise carbon emissions through energy efficiency and use of renewable energy, in accordance with adopted Dartford Core Strategy Policies CS23 and CS25 and adopted Dartford Development Policies Plan Policies DP5 and DP11.

20. All houses annotated on approved Drawing No. 1332-D-1300 Rev.P (Site Layout Plan) as being provided with a water butt shall have a water butt installed in their private garden area prior to first occupation.

**Reason** – To accord with the terms of the application by supporting the site-wide sustainable surface water drainage system, in accordance with adopted Dartford Core Strategy Policy CS24 and adopted Dartford Development Policies Plan Policy DP11.

21. Ecological mitigation and enhancement measures shall be provided, and thereafter maintained and managed, in accordance with the Ecological Management Plan by AAe dated September 2019.

**Reason** - To protect and provide suitable alternative habitats, in accordance with adopted Dartford Core Strategy Policy CS14 and adopted Dartford Development Policies Plan Policy DP25.

22. All windows annotated on the approved plans as comprising obscured glazing, shall be fitted with obscured glazing at all times.

**Reason** – In order to protect the amenity and privacy of adjoining properties in accordance with Policies DP2, DP5 and DP7 of the Dartford Development Policies Plan (July 2017).

23. Notwithstanding the provisions of Article 3, Part 1 Classes A and G of Schedule 2 to the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended), or any provision equivalent to that those Classes in any statutory instrument revoking and re-enacting that Order with or without modification, no additional window, door or other form of opening other than those shown on the approved drawings shall be formed above ground floor level in any side elevation of the following dwellings hereby permitted without the prior permission, in writing, of the Local Planning Authority:

- Plot numbers 124, 127, 135, 138, 145, 148, 154, 157, 167, 186, 193, 202, 203 and 212.

**Reason** – In order to protect the amenity and privacy of adjoining properties in accordance with Policies DP2, DP5 and DP7 of the Dartford Development Policies Plan (July 2017).

*Informative – Plot numbers referenced from the approved Site Layout Plan (Drawing No. 1332-D-1300 Rev.P).*

24. Notwithstanding the provisions of Article 3, Part 1 Class B of Schedule 2 to the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended), or any provision equivalent to that that Class in any statutory instrument revoking and re-enacting that Order with or without modification, no roof addition or alteration shall be constructed on the dwellings hereby permitted without the prior permission, in writing, of the Local Planning Authority.

**Reason** – In order to protect the amenity and privacy of adjoining properties in accordance with Policies DP2, DP5 and DP7 of the Dartford Development Policies Plan (July 2017).

#### INFORMATIVES:

##### **1. POSITIVE AND CREATIVE APPROACH TO DECISION MAKING**

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 engaged in extensive pre-application discussions and post-submission the applicant provided additional and amended information in response to concerns raised and recommendations made by the Local Planning Authority. The application

was processed and determined in accordance with a Planning Performance Agreement.

## **2. 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.

For the avoidance of any doubt, the approved scheme shall be regarded as a single phase development for the purpose of discharging conditions attached to the outline planning permission, unless otherwise agreed in writing by the Local Planning Authority.

The following conditions attached to the outline planning permission which require approval have been met through this reserved matters approval (subject to any relevant conditions set out in this decision notice):

- Condition 6 – Detailed Masterplan
- Condition 7 – Surface Water Drainage Scheme
- Conditions 8 and 9 - Details Required to Accompany Reserved Matters
- Condition 24 – Details of Play Equipment
- Condition 31 - No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Notwithstanding details submitted with this application, the following details shall be included in the submission of outstanding conditions pursuant to the outline planning permission:

### Condition 18 – External Facing Materials

For the avoidance of doubt this decision notice does not have the effect of discharging condition 18 imposed on the outline planning permission. Further details to be submitted pursuant to condition 18, including samples where requested by the Local Planning Authority, shall be based on the details and annotations included on the plans hereby approved.

### Condition 19 - Hard Landscaping

The detailed hard landscaping scheme to be approved pursuant to condition 19 shall include be in substantial accordance with the plans hereby approved and shall include sample materials where requested by the Local Planning Authority.

The hard landscaping scheme should consider incorporating a low hedging or timber knee rail to the western boundary of the Green. The submission should include a plan showing the location of dropped kerb and tactile paving facilities to be installed in accordance with design standards as recommended in the Stage 1 RSA.

### Condition 23 – Soft Landscaping

The soft landscaping scheme shall accord with the details and annotations on the following approved plans and shall demonstrate how it has been co-ordinated with external lighting and utilities:

- 1552/006 Rev I – Landscape Masterplan
- 1552/007 Rev H - Soft Landscape Strategy
- 1552/008 Rev F - Public Open Space

- 1552/010 Rev F - Public Footpath DS3 Landscape Details

The details to be submitted should include a variety of marginal and aquatic planting as well as the seeded areas indicated on the above referred plans, in accordance with the precedent image on page 39 of the Design and Access Statement that accompanied this application. Details submitted should include final details of the ecological enhancement measures to be provided in broad accordance with indicative details in Figure 1 of the Ecological Management Plan by AAe dated September 2019.

The soft landscape management plan to be submitted shall, for the avoidance of doubt, include maintenance responsibilities for the 2no. heritage interpretation boards to be approved and installed pursuant to condition 9 of this reserved matters approval.

**Condition 25 – External Lighting**

Notwithstanding details indicated on Drawing No. A/BHCROXTON.2/LT-01 Rev.P4 (Street Lighting Proposals), the lighting scheme shall include details of its siting, type, appearance and specification and details of the lighting levels and sufficient information to enable assessment of the impact that the lighting will have on the approved dwellings and the cliff faces.

Lighting details shall be provided for all adoptable and non-adoptable areas as indicated on Drawing No. MBSK200108-04 Rev.P2 (Lighting Areas Plan).

Kent Police advise that details of external lighting should conform to BS5489-1:2013 as per SBD Homes 2019.

**3. BUILDING REGULATIONS OPTIONAL REQUIREMENT PART M4(2) - COMPLIANT AND NON-COMPLIANT DWELLING TYPES**

With reference to the approved drawings for each dwelling type comprised within the development hereby approved, the following dwelling types have been assessed as being compliant with Building Regulations optional requirement M4(2) and so do require verification of compliance prior to first occupation pursuant to condition 11:

House Type 2	PAT9	PAT18	AHT3	AAT14
House Type 2A	PAT10	PAT19	AAT5	AAT15
House Type 3	PAT11	PAT20	AAT6	AAT16
House Type 4	PAT12	PAT21	AAT7	
House Type 5	PAT13	PAT22	AAT8	
House Type 5A	PAT14	PAT23	AAT10	
House Type 5B	PAT15	AHT1	AAT11	
House Type 7	PAT16	AHT1A	AAT12	
House Type 9	PAT17	AHT2	AAT13	

For completeness, the following dwelling types have been assessed as not being compliant with Building Regulations optional requirement M4(2) and so do not require verification of compliance prior to first occupation pursuant to condition 11:

House Type 1	House Type 8A	PAT8	FT1B
House Type 6	PAT7	FT1	AFT1
House Type 8	PAT7A	FT1A	

#### **4. KENT COUNTY COUNCIL HIGHWAYS**

KCC advise of the requirement for road condition surveys for highway access routes to be undertaken before and after construction of the development, through the technical approval process. This should include a commitment provided to fund the repair of any damage caused by vehicles related to the development.

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

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

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

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

#### **5. KENT COUNTY COUNCIL PUBLIC RIGHTS OF WAY**

KCC advise the following in respect of public rights of way within and adjacent to the site:

- No furniture, fence, barrier or other structure may be erected on or across the Public Right of Way without the express consent of the Highway Authority.
- There must be no disturbance of the surface of the Public Right of Way, or obstruction of its use, either during or following any approved development without the express consent of the Highway Authority.
- No hedging or shrubs should be planted within 1 metre of the edge of the Public Right of Way.
- Please also make sure that the applicant is made aware that any planning consent given confers no consent or right to close or divert any Public Right of Way at any time without the express permission of the Highway Authority.
- No Traffic Regulation Orders will be granted by KCC for works that will permanently obstruct the route unless a diversion order has been made and confirmed. If the applicant needs to apply for a temporary traffic regulation order whilst works are undertaken, KCC would require six weeks' notice to process.

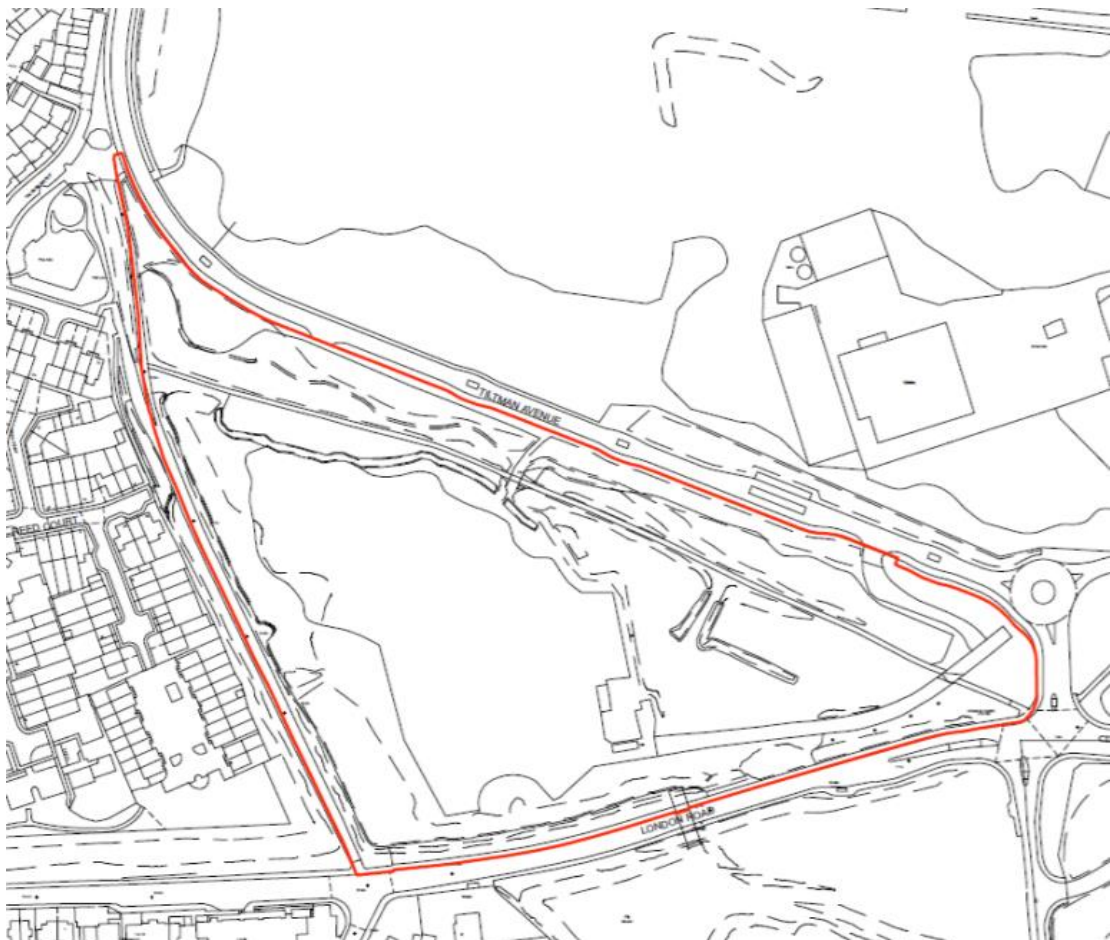
#### **6. ENVIRONMENT AGENCY**

The EA advise that the applicant may be required to apply for other consents directly from us. The term 'consent' covers consents, permissions or licences for different activities (such as water abstraction or discharging to a stream), and they have a regulatory role in issuing and monitoring them.

The applicant should contact 03708 506 506 or consult the EA website (<https://www.gov.uk/guidance/check-if-you-need-an-environmental-permit>) to establish whether a consent will be required.

## 1.0 SITE CONTEXT AND BACKGROUND

- 1.1 The application site comprises a former chalk quarry that occupies a triangular parcel of previously developed land 5.25 hectares in area. Previously a chalk quarry, most recently it was the site of a whiting plant by Omya (producing general purpose white filler for textile products). The whiting works were decommissioned in 2003 and all associated buildings were demolished, leaving the site largely vacant.
- 1.2 The site lies within the Borough of Dartford and comprises the westernmost tip of the Swanscombe Peninsula Major Development Site as identified in the Ebbsfleet Implementation Framework. It also lies within the Thames Waterfront Priority Area as identified in the Dartford Local Plan Core Strategy.
- 1.3 The site is located between Swanscombe to the south and east, Swanscombe Peninsula and the River Thames to the north and Greenhithe and Ingress Park to the west. It is bounded immediately to the north by Tiltman Avenue, which provides a secondary access between Ingress Park development and London Road and serves as a Fastrack bus route. It is bounded to the south by London Road (A226) and to the west by Lovers Lane, both of which lie at elevated levels atop a chalk cliff. To the east of the site is the signal controlled road junction between London Road, Manor Way and Craylands Lane.



- 1.4 The site's topography relative to the surrounding area is a result of its historic use as a quarry, creating steep chalk cliffs which are up to 20 metres high from the site floor

along the southern and western boundaries. The application site has a varied topography with site levels ranging from 0.4m AOD to over 10m AOD.

- 1.5 A former disused tunnel on the southern boundary of the site which ran under London Road and connected to a site to the Craylands Lane site has been infilled. A separate tunnel, previously used as a tramway and an air raid shelter, remains present in the western boundary.
- 1.6 The site is bisected by a public footpath (DS3) which sits on a chalk spine and provides access between Manor Way and the Lovers Lane public footpath (DS29). To the north-west corner of the site, this footpath splits in two (DS1 and DS30) to connect to Ingress Park and the River Thames path. A Public Path Order in respect of the diversion of part of public footpath DS3 has been confirmed, and a temporary closure is currently in place whilst earthworks take place.
- 1.7 The site is adjacent to the London Road Air Quality Management Area (AQMA) that was designated due to levels of Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>) caused by road traffic. The site is also within an Area of Archaeological Potential around an area of Palaeolithic and other archaeological potential and lies within a 250 metre buffer zone of the Manor Way Swanscombe Minerals Safeguarding Area.
- 1.8 Planning permission for partial excavation and infilling of the site to create a development platform was approved in July 2019 and this work has commenced on site. A temporary marketing suite was installed on site in the summer of 2019.

## 2.0 PROPOSAL

- 2.1 This is an application for the approval of Reserved Matters (matters relating to layout, scale, appearance and landscaping) pursuant to outline planning permission reference EDC/17/0110 (as varied by EDC/19/0161) for the erection of 221 dwellings together with associated infrastructure.
- 2.2 The scheme comprises a mix of 86no houses, 125no apartments and 10no flats over garages (FOGs). The apartments are contained within 11no. buildings primarily fronting onto Tiltman Avenue ranging in height from 3 to 5 storeys. The remaining area of the site comprises detached, semi-detached and terraced houses either 2 or 2.5 storeys in height. The scheme proposes 30% of the dwellings (66no) as affordable housing, split between houses (14no), apartments (47no) and FOGs (5no). 3no of the affordable apartments are proposed as wheelchair accessible dwellings, located at first floor level in apartment blocks C, F and G with lift access.
- 2.3 The following table provides a summary of the residential dwellings by type and size:

<b>Dwelling Type</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>4 Bed</b>	<b>TOTAL</b>
House	-	22	47	17	<b>86</b>
Apartment	38	82	5	-	<b>125</b>
FOG	0	10	-	-	<b>10</b>
<b>TOTAL</b>	<b>38</b>	<b>114</b>	<b>52</b>	<b>17</b>	<b>221</b>

- 2.4 The following table provides a summary of the individual proposed apartment buildings, including which have lifts:

Apartment Block	1 Bed	2 Bed	3 Bed	Lift (Y/N)	TOTAL
A	7	7	-	Y	14
B	5	18	5	Y	28
C	3	8	-	Y	11
D	3	5	-	N	8
E	3	5	-	N	8
F	3	8	-	Y	11
G	3	8	-	Y	11
H	3	5	-	N	8
I	3	5	-	N	8
J	3	5	-	N	8
K	2	8	-	Y	10
<b>TOTAL</b>	<b>38</b>	<b>82</b>	<b>5</b>	<b>-</b>	<b>125</b>

- 2.5 Open space areas comprise a gateway open space to the eastern end (comprising a landscaped pond and a flexible green space), an equipped play park for younger children to the southern corner, a naturally vegetated reptile receptor area to the western end and a north-south 'green link' through the middle. A brick built substation is proposed to the west of the gateway open space. Tree and shrub planting is proposed in these areas as well as alongside estate roads and within parking courts.
- 2.6 The scheme proposes a total of 395no. car parking spaces, including 67no. visitor spaces and 20no. van spaces, and utilises a number of parking typologies including on-plot parking, podium, under-croft, tandem and perpendicular with areas of on-street parking incorporating pergola-covered areas. The scheme includes a combination of active (i.e. available for use) and passive (i.e. future-proofed) provision for electric vehicle charging. Secure cycle parking is proposed for all residential units in the form of lockable internal storage areas for the apartments and external storage containers for the houses, in addition to 18no visitor cycle parking spaces in communal areas.

#### Procedural Matters

- 2.7 This application is submitted in parallel to a s.73 application to vary the original outline permission in respect of relocating a vehicular access point and revising the boundary between development land and public open space. The outline permission was recently subject to an approved non-material amendment application to amend the description to incorporate an additional dwelling (i.e. up to 221 dwellings rather than 220 dwellings). **This Reserved Matters application is submitted in accordance with the amendments sought through the parallel s.73 application and can only be determined following approval of that application, otherwise it would be inconsistent with the outline consent.**
- 2.8 The outline permission requires applications for approval of all Reserved Matters for the first phase of development to be made within 2 years and for all remaining phases within 3 years. The application seeks approval of reserved matters for the whole site, treating it as a single phase, and was submitted within 2 years of the outline permission being granted.
- 2.9 As this submission is made for the site as a single phase, it was agreed with the applicant that it would not be necessary to approve a site-wide masterplan in advance of submitting this reserved matters application.



2.10 Also, in addition to providing details of the reserved matters, this submission includes details of the following for approval:

- surface water drainage scheme;
- finished site and floor levels;
- noise attenuation and mitigation measures;
- ecological enhancement;
- play equipment; and
- heritage interpretation.

#### Supporting Plans and Documents

2.11 This application is accompanied by and seeks approval of the following plans:

##### Site Wide Plans

- 1332-D-1000 Rev.B – Location Plan
- 1332-D-1001 Rev.B – Existing Site Plan (Levels)
  
- 1332-D-1300 Rev.P – Site Layout Plan
  
- 1332-D-1200 Rev.E – Unit Mix Plan
- 1332-D-1201 Rev.K – Parking Strategy
- 1332-D-1202 Rev.G - Boundary Condition Plan
- 1332-D-1203 Rev.F - Refuse Strategy Plan
- 1332-D-1204 Rev.E – Massing Plan
- 1332-D-1205 Rev.F – Tenure Strategy
- 1332-D-1206 Rev.D – External Materials Plan
- 1332-D-1101 Rev.A – Roof Layout Plan with PV Strategy
  
- 1801/03/3013 Rev.F – Drainage Strategy
- 1801/03/1013 – Pond and Soakaway Construction Details
- 1801/03/1014 – Soakaway Construction Details
- MBSK200108-01 Rev.P3 - Land Adoption Plan
- A/BHCROXTON.2/LT-01 Rev.P4 – Street Lighting Proposals
- MBSK200108-04 Rev.P2 - Lighting Areas Plan
- MBSK192025-01 Rev.P1 – Swept Path Analysis – Cars Exiting Drives onto Road 2
- MBSK192025-02 Rev.P1 – Swept Path Analysis – Cars Exiting Plot 213
- MBSK1911-02.P1 – Visibility Splays at End of Roads 2 and 3
- MBSK191126-03.P1 – Swept Path Analysis 11.22m Refuse Vehicle Turning at End of Road 2
- MBSK191126-04.P1 – Swept Path Analysis 11.22m Refuse Vehicle Turning at End of Road 3
- MBSK200108-02 Rev.P2 – 2m Pedestrian Inter-Visibility
- MBSK200108-03 Rev.P4 – Visibility Splays Around Site

##### Landscape Plans

- 1552/006 Rev I – Landscape Masterplan
- 1552/007 Rev H - Soft Landscape Strategy
- 1552/008 Rev F - Public Open Space
- 1552/009 Rev F - Heritage Interpretation Measures
- 1552/010 Rev F - Public Footpath DS3 Landscape Details
- 1552/011 Rev D – Tiltman Avenue Landscape Details

- 1801/03/5000 Rev.A – Public Throughway Stairs – Plan, Section & Details
- 1801/03/2013 – Section Through Embankment
- 1801/03/3021 Rev.A – Cross Section Through Pond
- 1801/03/3022 Rev.A - Cross Section Through Pond
- SK-05 – Pond Layout

#### Street Elevations

- 1332-D-1301 Rev.D – Section Lines Plan
- 1332-D-1700 Rev.C – Street Elevation AA (Road 5)
- 1332-D-1701 Rev.C – Street Elevation BB (Green Link)
- 1332-D-1702 Rev.B – Street Elevation CC
- 1332-D-1703 Rev.B – Street Elevation DD (Tiltman Avenue)
- 1332-D-1704 Rev.C – Street Elevation EE (Road 4)
- 1332-D-1705 Rev.A - Block A & B + HT9 Street Elevation FF (Road 1)
- 1332-D-1706 Rev.A – Section A-A – Section through Cliff and Block B

#### Apartments - Elevations

- 1332-D-1800 Rev.B – Front Elevation (Tiltman Avenue) - Apartment Block A
- 1332-D-1801 Rev.C – West Elevation (Perimeter Park) - Apartment Block A
- 1332-D-1802 Rev.B – East Elevation (Road 1) - Apartment Block A
- 1332-D-1803 Rev.B – Deck Elevation (South) - Apartment Block A
  
- 1332-D-1804 Rev.C – Front Elevation - Apartment Block B
- 1332-D-1805 Rev.B – Side Elevation - Apartment Block B
- 1332-D-1806 Rev.C – Side (Deck) Elevation - Apartment Block B
- 1332-D-1807 Rev.B – Landscaped Courtyard Elevation - Apartment Block B
  
- 1332-D-1808 Rev.A – Front Elevation - Apartment Block C
- 1332-D-1809 Rev.A – Side Elevation - Apartment Block C
- 1332-D-1810 Rev.A – Side Elevation - Apartment Block C
- 1332-D-1811 Rev.A – Rear Elevation - Apartment Block C
  
- 1332-D-1812 Rev.A – Front and Side Elevation - Apartment Block D
- 1332-D-1813 Rev.A – Rear and Side Elevation - Apartment Block D
  
- 1332-D-1814 Rev.A – Front and Side Elevation - Apartment Block E+H+J
- 1332-D-1815 Rev.A – Rear and Side 2 Elevation - Apartment Block E+H+J
  
- 1332-D-1816 Rev.A – Front Elevation - Apartment Block F
- 1332-D-1817 Rev.A – Side Elevation - Apartment Block F
- 1332-D-1818 Rev.A – Side Elevation - Apartment Block F
- 1332-D-1819 Rev.A – Rear Elevation - Apartment Block F
  
- 1332-D-1820 Rev.A – Front Elevation - Apartment Block G
- 1332-D-1821 Rev.A – Side Elevation - Apartment Block G
- 1332-D-1822 Rev.A – Side 2 Elevation - Apartment Block G
- 1332-D-1823 Rev.A – Rear Elevation - Apartment Block G
  
- 1332-D-1824 Rev.A – Front & Side Elevation - Apartment Block I
- 1332-D-1825 Rev.A – Rear & Side Elevation - Apartment Block I
  
- 1332-D-1826 Rev.A – Front Elevation - Apartment Block K
- 1332-D-1827 Rev.A – Side Elevation - Apartment Block K
- 1332-D-1828 Rev.A – Side Elevation - Apartment Block K
- 1332-D-1829 Rev.A – Rear Elevation - Apartment Block K

### Apartments – Floor Plans

- 1332-D-1400 Rev.B - NW Apt Block A & B + HT9 Ground Floor (Parking)
- 1332-D-1401 Rev.B - Apt Block A & B + HT9 First Floor (Deck)
- 1332-D-1402 Rev.B - Apt Block A & B + HT9 Second Floor Plan
- 1332-D-1403 Rev.B - Apt Block A&B + HT9 Third Floor
- 1332-D-1404 Rev.B - Apt Block A & B + HT9 Fourth Floor (Top)
  
- 1332-D- 1405 Rev.A - Ground Floor Plan - Apartment Block C, F & G
- 1332-D- 1406 Rev.A - First Floor Plan - Apartment Block C, F & G
- 1332-D- 1407 Rev.A - Second Floor Plan - Apartment Block C, F & G
- 1332-D- 1408 Rev.A - Third Floor Plan - Apartment Block C, F & G
  
- 1332-D- 1409 Rev.B - Ground Floor Plan - Apartment Block D
- 1332-D- 1410 Rev.A - First Floor Plan - Apartment Block D
- 1332-D- 1411 Rev.A - Second Floor Plan - Apartment Block D
  
- 1332-D- 1412 Rev.B - Ground Floor Plan - Apartment Block E
- 1332-D- 1413 Rev.A - First Floor Plan - Apartment Block E
- 1332-D- 1414 Rev.A - Second Floor Plan - Apartment Block E
  
- 1332-D- 1418 Rev.B - Ground Floor Plan - Apartment Block H+I+J
- 1332-D- 1419 Rev.A - First Floor Plan - Apartment Block H+I+J
- 1332-D- 1420 Rev.A - Second Floor Plan - Apartment Block H+I+J
  
- 1332-D- 1421 Rev.A - Ground Floor Plan - Apartment Block K
- 1332-D- 1422 Rev.A - First Floor Plan - Apartment Block K
- 1332-D- 1423 Rev.A - Second Floor Plan - Apartment Block K
- 1332-D- 1424 Rev.A - Third Floor Plan - Apartment Block K

### Houses – Floor Plans

- 1332-D-1500 – HT1 - House Type 1 – Ground and First Floor Plan
  
- 1332-D-1501 – HT2 - House Type 2 – Ground and First Floor Plan
- 1332-D-1502 – HT2A - House Type 2A – Ground and First Floor Plan
  
- 1332-D-1503 – HT3 - House Type 3 – Ground and First Floor Plan
  
- 1332-D-1504 Rev.A – HT4 - House Type 4 – Ground and First Floor Plan
  
- 1332-D-1505 – HT5 - House Type 5 – Ground and First Floor Plan
- 1332-D-1506 – HT5A - House Type 5A – Ground and First Floor Plan
- 1332-D-1507 – HT5B - House Type 5B – Ground and First Floor Plan
  
- 1332-D-1508 - HT6 - House Type 6 – Ground Floor Plan
- 1332-D-1509 - HT6 - House Type 6 - First Floor Plan
  
- 1332-D-1510 – HT7 - House Type 7 – Ground and First Floor Plan
  
- 1332-D-1511 - HT8 - House Type 8 - Ground Floor Plan
- 1332-D-1512 - HT8 - House Type 8 - First Floor Plan
- 1332-D-1513 - HT8 - House Type 8 - Second Floor Plan
  
- 1332-D-1514 - HT8A - House Type 8A – Ground Floor Plan
- 1332-D-1515 - HT8A - House Type 8A - First Floor Plan

- 1332-D-1516 - HT8A - House Type 8A - Second Floor Plan
- 1332-D-1517 Rev.A - HT9 - House Type 9 - Ground Floor Plan
- 1332-D-1518 Rev.B - HT9 - House Type 9 - First Floor Plan
- 1332-D-1519 Rev.B - HT9 - House Type 9 - Second Floor Plan
- 1332-D-1530 - AHT1 - Affordable House Type 1 - Ground and First Floor Plan
- 1332-D-1531 - AHT1A - Affordable House Type 1A - Ground and First Floor Plan
- 1332-D-1532 - AHT2 - Affordable House Type 2 - Ground and First Floor Plan
- 1332-D-1533 - AHT3 - Affordable House Type 3 - Ground and First Floor Plan
- 1332-D- 1430 - Part M4(3) Wheelchair Flat - Wheelchair Flat Apartment Blocks C, F & G

#### Houses – Elevations

- 1332-D-1850 Rev.B – Elevations – HT1 - House Type 1
- 1332-D-1851 Rev.B – End and Mid Terrace Elevations – HT2, HT2A
- 1332-D-1852 Rev.B – Elevations – HT3 - House Type 3
- 1332-D-1853 Rev.B – Elevations – HT4 - House Type 4
- 1332-D-1854 Rev.B – Detached Elevations – HT5 - House Type 5
- 1332-D-1855 Rev.B – Semi and End Terrace Elevations – HT5A, HT5B - House Type 5
- 1332-D-1856 Rev.B – Detached and Semi Detached Elevations – HT6 - House Type 6
- 1332-D-1857 Rev.B – Elevations – HT7 - House Type 7
- 1332-D-1858 Rev.B – Elevations - HT8 - House Type 8
- 1332-D-1859 Rev.A – Elevations - HT8A - House Type 8A
- 1332-D-1860 Rev.B – Elevations - HT9 - House Type 9
- 1332-D-1861 Rev.B - End & Mid Terrace Elevations - AHT1, AHT1A
- 1332-D-1862 Rev.B – Elevations - AHT2 - Affordable House Type 2
- 1332-D-1863 Rev.B – Elevations - AHT3 - Affordable House Type 3
- 1332-D-1865 Rev.A – Elevations - AHT3 - Affordable House Type 3
- 1332-D-1867 – Elevations – HT4 & HT3 House Type

#### Flats Over Garages – Floor Plans

- 1332-D-1520 - FT1 - FOG Type 1 - Ground Floor Plan
- 1332-D-1521 - FT1 - FOG Type 1 - First Floor Plan
- 1332-D-1522 Rev.A - FT1A - FOG Type 1A - Ground Floor Plan
- 1332-D-1523 Rev.A - FT1A - FOG Type 1A - First Floor Plan
- 1332-D-1524 Rev.A - FT1B - FOG Type 1B - Ground Floor Plan
- 1332-D-1525 Rev.A - FT1B - FOG Type 1B - First Floor Plan
- 1332-D-1540 Rev.A - AFT1 - Affordable FOG Type 1 - Ground Floor Plan
- 1332-D-1541 Rev.A - AFT1 - Affordable FOG Type 1 - First Floor Plan

#### Flats Over Garages – Elevations

- 1332-D-1837 Rev.B – FT1 - FOG Type 1
- 1332-D-1838 Rev.B – FT1A - FOG Type 1A
- 1332-D-1839 Rev.B – FT1B - FOG Type 1B
- 1332-D-1864 Rev.B – AFT1 - Affordable FOG Type 1

#### Substation

- 1332-D-1866 Rev.A – Plan and Elevations

2.12 The application is also accompanied by the following documents:

- Covering Letter from Savills dated 10<sup>th</sup> January 2020
- Planning Statement – dated September 2019 by Savills
- Design & Access Statement dated August 2019 by GSA
- Flood Risk Assessment – dated 31<sup>st</sup> July 2019 by RLT Engineering
- Drainage Strategy Technical Note – dated 15<sup>th</sup> November by RLT Engineering
- Technical Note – dated 10<sup>th</sup> January 2020 by RLT Engineering
- Letter from IDOM dated 11 December 2019 re. Ground Investigation
- Energy Statement – dated 8<sup>th</sup> January 2020 by JAW
- Sound Insulation Assessment – dated September 2019 by Mayer Brown
- Internal Daylight Report – dated 4<sup>th</sup> September 2019 by EB7
- Highways Technical Note – dated 13<sup>th</sup> August 2019 by Mayer Brown
- Stage 1 Road Safety Audit - dated November 2019 by Mayer Brown
- Stage 1 Road Safety Audit – Designers Response Report – dated November 2019 by Mayer Brown
- Arboricultural Implications Report – dated August 2019 by SJA Trees
- Ecological Management Plan – dated September 2019 by AAe

### 3.0 RELEVANT PLANNING HISTORY

**EDC/20/0008** - Non-material amendment to outline planning permission reference EDC/17/0110 to allow for an amendment to the description of development to provide a revised total of up to 221 residential dwellings at the site. Approved by EDC on 10<sup>th</sup> February 2020.

**EDC/19/0161** - Application for minor-material amendment to outline planning permission reference EDC/17/0110, as amended by EDC/20/0008, (for residential development of up to 221 dwellings including new vehicular access to Tiltman Avenue, creation of a development platform and associated works) to allow for (i) a substitute drawing for Site Access and Visibility Splays under condition 3 and (ii) a substitute Development Framework Plan under condition 3. **Live application under consideration in parallel to this application.**

**EDC/19/0068** - Erection of a temporary (2 years) marketing suite with associated parking, landscaping and servicing yard. Approved by EDC on 18<sup>th</sup> July 2019.

**EDC/19/0072** - Retention of 2no. advertisement boards and 5no. pole mounted flags. Approved by EDC on 21<sup>st</sup> June 2019.

**EDC/19/0044** - Partial excavation and infilling of the site to form a development platform. Approved by EDC on 30<sup>th</sup> July 2019.

**EDC/17/0110** – Outline planning application for residential development of up to 220 dwellings including new vehicular access to Tiltman Avenue, creation of a development platform and associated works. Approved by EDC on 12<sup>th</sup> December 2018.

**08/01543/FUL** - Provision of a secondary means of access and Fastrack route into Ingress Park on land between junction of Manor Way and London Road and Ingress Park Avenue. Approved by DBC on 9<sup>th</sup> November 2009.

**13/00663/FUL** - Provision of a secondary means of access and Fastrack route into Ingress Park on land between junction of Manor Way and London Road and Ingress Park Avenue. Approved by DBC on 14<sup>th</sup> January 2014.

**15/00892/ECFUL** - Provision of stockpiling of up to 30,000 cubic metres of chalk previously used to surcharge ground works related to the Ingress Park secondary means of access. Approved by EDC on 9<sup>th</sup> September 2015 for a temporary three year period (expiring on 31<sup>st</sup> August 2018).

#### **4.0 PUBLICITY**

4.1. Neighbour notification letters were sent to over 185 local addresses. The proposal was also advertised on site via 6no. notices and publication in a local newspaper (Gravesend Reporter) as a:

- Major Development Proposal; and
- Development affecting a Public Right of Way.

4.2. The expiry date for representations was 31<sup>st</sup> October 2019. Despite some changes being made to the scheme following submission, these were not of a scale or nature to require further publicity.

#### **5.0 REPRESENTATIONS**

5.1 At the time of publishing this report **3 no. written representations** had been received to the application, each summarised as follows:

- London Road cannot cope with any more traffic which is already an issue due to the large number of vehicles using it including HGVs and becomes more congested when incidents affect the A2 or M25. Access to Tiltman Avenue will be affected by the proposed increase in dwellings built in this already over developed area. Until the new Thames crossing is built it is unimaginable for this area to cope with any increases in traffic let alone increased pollution.
- The over development of this area is beyond a joke and the traffic and road infrastructure is at breaking point, as is the parking situation due to inadequate spaces in many areas of Ingress Park. Commented that speeding cars on Ingress Park Avenue are making that road particularly dangerous and this development will only make matters worse.
- We are currently enduring awful parking and traffic conditions in this area. Add to this the ongoing issues from incidents on the A2 and M25 motorways which effectively stop existing residents in the area from moving about freely. Whilst commenting that the area is already overdeveloped, especially if a theme park is built, it is acknowledged that the scheme includes many trees which look beautiful and will help with high levels of pollution.

#### **6.0 CONSULTATION RESPONSES**

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

**Environment Agency** – No objection subject to the following comments:

Flood Risk – No objection regarding flood risk and are pleased that the finished floor levels are set at 6.90mAOD and above.

Groundwater and Contaminated Land – Following receipt of additional information, the EA confirm they are prepared to accept the proposed surface water drainage scheme in principle, on the assumption that the installation works do not find any different ground conditions or water table levels than intimated in the submission, to ensure no direct discharge to groundwater. The EA advise that there should be no direct entry of drainage into groundwater, with a minimum of 2 metre unsaturated zone maintained at all times. The EA agree with the applicant that there should be no down-gradient flow of groundwater from soakaways entering any fill on adjacent land or causing outflow of leachate from any nearby landfill material, so if this risk is addressed by the design and location of drainage structures the proposal would be acceptable. The EA advise that any down-gradient impacts could be considered as caused by the development at this site if groundwater flow is changed and responsible parties held liable for permitting or causing impacts on controlled waters or sensitive habitats. The EA advise this position is subject to submission of an as-built report of the drainage design post installation.

*EDC Officer Comment: A recommended planning condition would require approval of an “as-built” report of the surface water drainage infrastructure, that has been agreed with the applicant.*

**Dartford Borough Council (DBC)** - Whilst raising no objection on the grounds of the impact on the character and appearance of the area, the Borough Council raise concerns and recommend attention to the detail of the architectural finish, especially to the flats, as follows:

- DBC has continuing concerns about the south-facing ground floor flats to the flat blocks fronting Tiltman Avenue which would have limited separation between their windows and the adjacent car parking and would create a poor living environment for the residents of these flats in particular.
- There is also continuing concern that the FOGs would have no external amenity space or balcony space and would have an outlook onto a parking court and the rear elevations of the flat blocks opposite at a fairly close distance. The quality of the living environment for these units would therefore be limited.
- Overall, one of the main concerns for this site is that a high number of flats can lead to design and layout concerns symptomatic of overdevelopment. It is therefore important that the flats have adequate spacing, landscaping, that parking is designed in a non-dominating way and that good quality communal amenity space is provided. Securing a good soft landscaping scheme will be key to ensuring that the communal spaces function well.

The Borough Council also offered the following comments:

- Although DBC consider that the location and split of Affordable Housing units is acceptable, they have concerns that there are no 3 bed rented units proposed within the development and would strongly encourage that this is reviewed.
- Some use of tandem spaces remains for the flats which was discouraged at pre-application stage. The use of such a parking arrangement for flats is unlikely to be practical in DBC's view and we would continue to discourage them.
- Only 10% of parking spaces would be provided with active EV charging points. KCC have asked for 1 EV charging point per dwelling and 10% in the communal areas and DBC support this request.

Following receipt of formal comments, the Borough Council's EHO has provided the following comments in respect of the noise assessment:

- Whilst the noise exposure indicated in the assessment by Mayer Brown dated September 2019 has some dwellings in the western and south western parts of the site that are on the higher side of levels that are acceptable within the relevant guidance (BS 8233:2014), the majority of the site is well within guideline levels. As the mitigation proposed would ensure the interior noise levels for habitable rooms are within guideline levels and the assessment methodology and calculations are correct, DBC agree with the findings of the assessment.

*EDC Officer Comment: A reduction in scale of some of the apartment buildings have reduced car parking requirements to the rear parking court that allows for an enhanced landscape setting to the apartment blocks. There are no single aspect ground floor apartments facing onto this parking court. Juliette balconies have been incorporated into the FOGs to improve amenity. The affordable housing split between houses and apartments follows discussions with Registered Providers, so the applicant is not proposing to change this. The minimal tandem parking spaces proposed would be allocated to the same unit, thus avoiding potential for residents to block each other in. EV charging provision across the site has been significantly improved since submission, including a combination of active provision and passive provision, including offering an optional upgrade at time of purchase.*

**KCC Highways** – Following initial comments, which placed a holding objection, KCC acknowledge that additional information and scheme amendments have been made to address concerns and queries in respect of the extent of highways adoption, a road safety audit, visibility splays, tracking diagrams, electric vehicle charging provision and size of some parking spaces.

KCC confirm the details submitted address previous concerns with regards to the visibility splays within the site. The layout has been designed to a 20 mph design speed and the visibility splay plans now demonstrate that sufficient visibility can be achieved within the layout. KCC also confirm that the indicative adoption plan is acceptable and the scheme will be reviewed again by the Agreements Team once submitted for the Technical Audit process, and reiterate that proposals to use the existing bell-mouths already constructed on Tiltman Avenue for vehicular access are acceptable.

Accordingly, KCC raise no objection to the proposals on behalf of the highway authority but request that, if permission is granted, planning conditions should be imposed to secure the following:

- Provision and maintenance of the visibility splays shown on the submitted plan with no obstructions over 0.9 metres above carriageway level within the splays, prior to the use of the site commencing.
- Provision and maintenance of pedestrian visibility shown on the submitted plan with no obstructions over 0.6m above footway level, prior to the use of the site commencing.
- Provision and permanent retention of the cycle parking facilities shown on the submitted plans prior to the use of the site commencing.
- Provision and permanent retention of the vehicle loading/unloading and turning facilities shown on the submitted plans prior to the use of the site commencing.
- Before and after construction of the development, highway condition surveys for highway access routes should be undertaken and a commitment provided to fund the repair of any damage caused by vehicles related to the development.



- Completion of the following works between a dwelling and the adopted highway prior to first occupation of the dwelling:
  - (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).

*EDC Officer Comment: A combination of existing planning conditions on the outline permission and recommended planning conditions for the reserved matters approval would provide the safeguards sought by KCC. Following informal discussions it has been agreed that the requirement for a road condition survey should form part of the technical highway approval process rather than planning, so an informative is proposed advising this.*

**KCC Public Rights of Way** - KCC have no objection to the proposal provided that their considerations are taken into account and the Public Right of Way is not obstructed by the development. KCC note existence of Public Footpath DS3, which passes directly through the proposed development site and its existence is a material consideration.

The applicant has previously engaged with the KCC and applied to divert Public Footpath DS3 within this site. While this approach has been welcomed, the applicant is reminded that the proposed diversion alignment for this right of way will not come into force until the 'new' route has been established and certified by the County Council. Until then, the existing route of Public Footpath DS3, as indicated on the attached map, will remain the legal alignment of the right of way.

With regards to the diverted alignment of Public Footpath DS3, the applicant has proposed a 'Fibredec' surface along this route. This proposed surface treatment is accepted in principle, though the exact path specification works will need to be agreed with the KCC PRow and Access Surface before any groundworks take place.

Following on site discussions with the applicant, new steps are proposed at the western boundary of the site, which would connect Public Footpaths DS3 with DS29. Whilst steps are not the preferred option, KCC accept this due to the engineering difficulties of installing a ramp at this location and the understanding that an alternative access route with Footpath DS29 is available nearby.

The plans show that cliff exclusion fencing will be installed along the southern boundary of the site. While this fencing may be located alongside the Public Footpath, the ongoing maintenance of this structure will require consideration. It will be expected that the fencing will not become the responsibility of the County Council's PRow and Access Service.

*EDC Officer Comment: A temporary diversion is currently in place as initial earthworks have commenced on site. Fencing would be maintained by an appointed management company that would be responsible for all private areas within the development.*

**KCC Ecology** – Following receipt of additional information, KCC advise that sufficient information has been provided to determine the application.

- Reptiles - As part of separate planning application EDC/19/0044 for a development platform, the agreed reptile mitigation strategy included a reptile mitigation area in the north-west corner of the site. An updated landscaping plan

clearly demonstrates that the reptile mitigation strategy has been included within the proposed development site so KCC are satisfied that the reptile population will be retained within the proposed development site. On completion of the construction works KCC understand that the reptile fencing will be removed and reptiles allowed to re-colonise the wider site. KCC highlight that no works can be carried out within the site until the mitigation detailed within the reptile mitigation strategy (submitted with application EDC/19/0044) has been implemented and advise that management detailed within the reptile mitigation strategy (submitted with application EDC/19/0044) be incorporated into a site wide mitigation strategy.

- Lighting - There is suitable habitat within the site boundary for foraging and commuting habitat for bats and the submitted plan shows that external lighting has been designed to minimise light spill. KCC note that it is anticipated that there will be less than 1 lux of lighting on the site boundaries, but understand that the detailed lighting plan will be submitted as part of a condition discharge application. KCC advise that the lighting scheme must demonstrate that the light spill on to the retained habitats is as low as possible and, if possible, includes periods when the lighting is switched off.

*EDC Officer Comment: Condition 25 of the outline permission requires approval of an external lighting scheme, with specific consideration to impacts on wildlife. Enhancement details to be approved and implemented on site in accordance with the indicative scheme.*

**KCC Lead Local Flood Authority** – Following a previous holding objection requesting details of outfall arrangements for surface water drainage and raising concerns with the use of pumped outfall, KCC has reviewed the revised drainage strategy that incorporates 4no. soakaways. KCC are aware that the old quarry is being infilled to allow discharge to ground and soakage testing has been undertaken. KCC note that subsequent changes to the site layout have not altered the drainage strategy that they remain happy with.

*EDC Officer Comment: KCC subsequently confirmed that sufficient details of the proposed surface water drainage scheme have been provided to avoid the need for a pre-commencement condition.*

**Kent Police Crime Prevention Design Advisor** – Kent Police have reviewed this application in regard to Crime Prevention Through Environmental Design (CPTED) and use details of the site, relevant crime levels/type and intelligence information to help design out the opportunity for crime, fear of crime and anti-social behaviour.

Kent Police advise Secured By Design (SBD) 2010 has been superseded by SBD Homes 2019. To meet SBD physical security requirements, SBD require doorsets and windows to be certified by an approved independent third-party certification body e.g. (UKAS) in the name of the final manufacturer/fabricator. This requirement exceeds the requirements of Building Reg ADQ. Products that are independently certificated to recognised security standards have been responsible for consistently high reductions in crime as verified by numerous independent academic research studies.

The following comments are made regarding the proposed scheme:

1. Development layout and permeability - we have some concerns regarding the design and layout of the perimeter path (existing PROW3). It is important that

- this is well maintained, wide (ideally 3m) and clear, so as not to provide hiding areas for crime and anti-social behaviour (ASB).
2. Perimeter, boundary and divisional treatments including gates.
  3. Corner properties and defensible spaces.
  4. The under-croft parking area beneath the podium area of apartment blocks A and B is an area of concern as such areas can provide opportunities for crime and anti-social behaviour. The entrances/exits should be access controlled and vehicle gates installed in the interests of crime prevention, security and safety.
  5. Lighting should conform to BS5489-1:2013 as per SBD Homes 2019.
  6. Provision for a high level lighting column to support a Hawkeye/Polecat ASB CCTV camera is required, to be located opposite the play area, adjacent to plots 196 and 207, to be able to cover the play area and PROW, should ASB occur in the future. A second CCTV provision should cover the Green area opposite plots 1-10, 160-163. A third provision should ideally cover the podium area and the entrance to the under-croft parking area for the apartments (plots 84-122).
  7. Full audio visual door and access control systems will be required for the apartment blocks as per SBD Homes 2019. Access control measures will also be required on the bin stores doorsets for apartment block A, to prevent bypassing of access control measures for the remainder of the block on bin collection days.
  8. Doorsets and windows should be certified to PAS24:2016 as per SBD Homes 2019.
  9. Vulnerable windows and any above flat roof porches, door hoods, bay type windows, should also be certified to PAS24:2016.
  10. Full security compartmentation will be required at all levels for Block A (plots 84-111) as it contains more than 25 residential units.
  11. Alarms.
  12. Landscaping – note the mention of a disused tunnel which should be appropriately secured.
  13. Note that post boxes are shown on the exterior of the apartment blocks at main entrances/exits, so should be certified to TS009 security specifications. If post will be delivered into any lobby areas, the lobbies should have an access controlled air lock, to protect any stair/lift cores.

*EDC Officer Comment: The majority of the comments made relate to detailed specification that are not applicable at the planning stage, such as access control systems, alarms and post boxes. The developer is not seeking SBD accreditation for the scheme. Comments in later in this report assess measures to minimise opportunities for crime and anti-social behaviour, principally through layout of the buildings providing defensible surveillance and well-overlooked public routes and spaces. A planning condition is recommended to require approval of vehicle gates to the under-croft car park. The applicant does not propose installation of CCTV due to conflicts with privacy and child safeguarding. The existing tunnel requires infilling to form the approved development platform, so won't be accessible.*

**Swanscombe and Greenhithe Town Council** - The Town Council seek assurances that all vehicles coming out of the site during construction should be cleaned thoroughly to ensure the surrounding roads do not suffer and become filthy. The Town Council would also like clarification as to how the Heritage Interpretation is being formed and feel that this should be undertaken in conjunction with the Swanscombe and Greenhithe Local History Group. As with a similar development directly on the other side of London Road the Town Council object to the name "Ebbsfleet" Crossing being used as the development/s are clearly in Swanscombe.

*EDC Officer Comment: The outline permission requires approval of a construction management plan to ensure sensitive construction measures, and a vehicle wash*

*facility is already present and in operation on site. The applicant has committed to engagement with local heritage groups to inform content of the proposed heritage interpretation boards.*

6.2 No responses were received from the following:

- KCC Heritage
- Kent Fire and Rescue Services
- Dartford and Gravesham Ramblers Association
- Swanscombe and Greenhithe Residents Association

## **7.0 PLANNING POLICY**

7.1 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.

7.2 The development plan comprises the adopted Dartford Core Strategy 2011, the Dartford Development Policies Plan 2017 and the Kent Minerals and Waste Local Plan 2016. The Core Strategy provides the framework for development in 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.

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

### Dartford Core Strategy (CS) (2011)

- Policy CS1 - Spatial Pattern of Development
- Policy CS6 – Thames Waterfront
- 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 CS24 - Flood Risk
- Policy CS25 - Water Management

### Dartford Development Policies Plan (DPP) (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 DP8 - Residential Space and Design in New Development
- Policy DP9 - Local Housing Needs
- Policy DP11 - Sustainable Technology and Construction

- Policy DP12 - Historic Environment Strategy
- Policy DP13 - Designated Heritage Assets
- Policy DP25 - Nature Conservation and Enhancement

## **8.0 OTHER RELEVANT GUIDANCE**

### National Planning Policy Framework and Guidance

- 8.1 The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications. Planning Practice Guidance supports and clarifies areas in the NPPF.
- 8.2 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.

### Supplementary Planning Guidance

- 8.3 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
  - Swanscombe Peninsula West Planning Brief (February 2004)
  - Dartford Borough Council Waste Collection & Recycling On New Developments Guidelines For Developers

### Ebbsfleet Implementation Framework

- 8.4 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.

## **9.0 PLANNING APPRAISAL**

- 9.1 The outline planning permission established the principle of residential development on this site. This consent reinforced the policy support for residential development of this vacant site that is contained in the Dartford Core Strategy and Ebbsfleet Implementation Framework.
- 9.2 A development framework plan was approved at outline stage that established the balance between development land and open space land. In addition, planning conditions were imposed on the outline consent to inform the detailed design of the development including the reserved matters submitted pursuant to this application in respect of layout, scale, appearance and landscaping.
- 9.3 The main issues for consideration in the determination of this application relate to internal site access arrangements, an assessment of the remaining reserved matters (layout, scale, appearance and landscaping) and associated issues including

residential living conditions. This report also addresses other considerations including vehicle parking, ecology, flood risk, drainage and sustainability.

### Access

- 9.4 The outline permission established two vehicle access points into the site, both in the form of priority junctions off Tiltman Avenue.
- 9.5 The proposed internal road network comprises a series of interconnected estate roads that would connect the two principal access junctions. It is proposed that the internal roads would be built to adoptable standards and be offered for adoption by the local highway authority, with the exception of some short cul-de-sacs and the communal car parking areas which would remain private. A road adoption plan shows the extent of adoption.
- 9.6 A Stage 1 Road Safety Audit, visibility plans and tracking diagrams have been provided and, following some supplementary details and amendments, have now been accepted by KCC Highways. This requirement sought to ensure the road network was safe and that vehicles were navigate it without requiring awkward reversing manoeuvres. Notably the FOG units have been repositioned slightly to improve sightlines. In addition, raised tables with differentiation in surface materials are proposed to slow vehicles and reinforce pedestrian routes.
- 9.7 Following discussion between parties, it is proposed that the southern loop road (Road 6) would be fully block paved to overcome highway concerns and reinforce its status as a shared space. This followed omission from the scheme of fragmented sections of footway along Road 5 that served no real purpose, and which is now replaced by additional planting.
- 9.8 Pedestrian access to the site is proposed at various locations along Tiltman Avenue. Despite constraints caused by the site being enclosed by high chalk cliffs to the south and west, the scheme has considered the existing connections of the surrounding area and would provide new connections that link to existing public footpaths and services, including nearby bus stops, shops, primary school and leisure centre.
- 9.9 The realignment of public footpath DS3 would create a natural meandering path along the boundary, providing a natural leisure route around the perimeter of the site. This would complement the more direct pedestrian connection available along Tiltman Avenue that includes a shared footway and cycleway. A separate public footpath runs along the elevated western edge of the site known as Lovers Lane, and the scheme re-provides a direct connection to it via a stepped access. A Public Path Order in respect of the diversion of part of Public Footpath DS3 has been confirmed, but will not take effect until the new route has been constructed and certified as fit for public use, which is unlikely to be until the development is complete.
- 9.10 Within the site, a sensitively landscaped and tree lined “green route” forms a key element of the layout and would provide a north-south pedestrian and cycle only connection between Tiltman Avenue and the play park and public footpath to the rear of the site.
- 9.11 Vehicle and pedestrian access to and within the site are therefore considered to acceptable and conducive to creation of a safe and accessible residential environment.

### Layout

- 9.12 The site layout is consistent with the amended Development Framework Plan approved by the outline planning permission, which essentially remains policy compliant by providing 20% of the overall site area as public open space.
- 9.13 The scheme layout responds to the key topographical challenges of the site and has overcome the challenges of working with the two adjacent cliff faces. This is achieved by locating the apartment blocks and denser housing to the northern area of the site to prevent overshadowing, and positioning the streets and housing on an east-west axis to maximise sunlight to habitable rooms. The apartment buildings are positioned to activate the site's frontage onto Tiltman Avenue and this activity is maximised by incorporating front doors onto Tiltman Avenue, whilst providing set back defensible space for soft landscaping and tree planting to provide an attractive street scene.
- 9.14 The layout is orientated around an internal 'boulevard' running centrally through the site to provide a legible layout and accessible streetscape that leads to the main public open space area. The open spaces form a principal component of the site layout and are appropriately located in respect of balancing accessibility, integration and physical separation from dwellings. The layout and orientation of adjacent buildings should ensure that these open spaces are overlooked to provide attractive outlook for residents along with maximum levels of passive surveillance to deter anti-social behaviour, and satisfactorily respond to comments made by Kent Police.
- 9.15 The urban structure seeks to create development blocks to provide more intimate and enclosed courtyard spaces and reduce the perception of dominant hardstanding and car parking. The use of a perimeter block layout also helps to clearly define public and private spaces. To the south of the site a more informal approach to the layout of houses is proposed to respond to the site's shape and to introduce variety of housing types.
- 9.16 The layout comprises a strong network of streets, all of which are well enclosed, with good levels of glazing and surveillance provided across all streets and public spaces, and the use of a clear grid which connects with Tiltman Avenue ensures a legible street network. The use of 'corner-turner' house types ensures a positive response to the streetscape at each junction, by avoiding prominently sited blank elevations.
- 9.17 Design development since the original pre-application scheme has led to a reduction in on street parking, in particular removal of extensive front curtilage parking that previously dominated the central east-west road, creating greener and more pedestrian friendly streetscapes. Some areas, such as the southern cul-de-sacs, remain dominated by perpendicular car parking but overall in design terms are well considered and would include block paved surfacing and soft planting to soften it. Likewise, across the site generally the use of varied surface materials, soft landscaping and raised junctions helps to avoid long straight sections of internal roads and support natural traffic calming. The inclusion of FOGs, street trees and landscaping does help to mitigate the visual impact of the parking, and the layout includes a large apartment block to the western end with undercroft podium parking which is a welcome approach to discreetly providing accessible car parking.
- 9.18 The scheme has worked with the existing public right of way DS3, re-aligning the route to ensure it becomes an enhanced, safe and attractive leisure route around the western edge of the site. The layout would provide views through the site towards the chalk cliff, referencing the site's industrial heritage, principally along the north-south green route.

- 9.19 The layout of buildings has regard to practical issues such as bin storage and collections. Communal bin stores are conveniently and discreetly located within apartment blocks, reducing clutter on the street and increasing the overall quality of the public realm. All houses have individual bins stores located to the rear of the property, gaining access through back gardens. A refuse strategy is provided to show the route for bin lorries and distances to collection points. Frontage apartments would be served from the rear, thus avoiding bin lorries causing delays on Tiltman Avenue. It is confirmed that the refuse strategy for Blocks A and B would include the collection of refuse by the management company, who would drag bins to the roadside for collection by a refuse vehicle on collection days. The approach to refuse storage and collection is considered to be acceptable.
- 9.20 A small substation is proposed adjacent to the gateway open space, and the applicant has advised that it cannot be relocated to a more discreet location due to access requirements. However, details have been provided to confirm that it would comprise a brick built building with a flat roof and would be heavily screened by climbing plants, that satisfactorily address initial concerns regarding its prominent siting.
- 9.21 Accordingly, the proposed site layout is considered to be acceptable and conducive to creation of an attractive, safe and welcoming residential environment.

#### Scale

- 9.22 Due to the topography and relatively self-contained nature of the site it was not necessary for the outline permission to restrict building heights, instead leaving this to the detailed design process.
- 9.23 The scale and height of the proposed buildings generally accords with the approach that informed the site layout which is to locate larger apartment buildings to the north of the site with lower density housing to the south. The scale of the buildings generally reduces and become less grid-like closer to the cliffs.
- 9.24 The apartment blocks fronting Tiltman Avenue would range in height between 3 and 5 storeys and provide an appropriate degree of enclosure and surveillance onto this main road, yet retain subtle variations in height and roof form/detailing to help to create a clear hierarchy. The five storey apartment block in the north-west corner highlights the site from Tiltman Avenue and maximises occupant's views towards the River Thames. The 4 storey apartment blocks either side of the 'green route' frame the pedestrian entrance with the blocks in between being 3 storeys. The scale of buildings along Tiltman Avenue is complemented by the hard and soft landscaping that combine to create an attractive and active frontage.
- 9.25 The houses are predominantly 2 storeys in height with some of the corner houses rising to 2.5 storeys to provide some variation and to aid legibility by framing junctions.
- 9.26 The scale of the buildings is considered to be acceptable as the distribution of height is logical and supports the overall design rationale for the development.

#### Appearance



- 9.27 The application references a number of narratives, including Victorian and Edwardian house typologies and streetscape, and the Marsh and Coombe narratives from the Design for Ebbsfleet guidance, as well as industrial buildings.
- 9.28 The apartment blocks have been developed to respond to a warehouse narrative which, given the location in close proximity to the River Thames and the former industrial use of the site, is acknowledged as being appropriate. Whilst a greater variety of architectural elements along the Tiltman Avenue frontage might better capture the variety and diversity of a typical Victorian warehouse area, the buildings have responded to the identified narrative in their massing, façade articulation and the detailing around windows and balconies.
- 9.29 These apartments comprise gently sloped mono-pitched roofs that provide emphasis at key corners to reinforce hierarchy and add some visual interest to the roofline. Balconies are generally recessed, although some are projecting with laser cut metal balustrades that provide additional articulation and interest along Tiltman Avenue. The materials palette for the apartments comprise a mix of warm red brick and a brown multi brick set above a blue/grey plinth, with grey slate effect roof tiles, grey windows frames and black fascias and rainwater goods.
- 9.30 The majority of the FOGs are located to the rear of the Tiltman Avenue apartments provide visual continuity through the use of a blue/grey brick plinth with a warm red multi brick above, matching roof materials, windows and rainwater goods. The few that are located elsewhere include materials approach to reflect the adjacent proposed houses, including one in a warm buff brick. All the FOGs comprise open car ports at ground floor level, but the applicant has confirmed that the internal finish of exposed ground floor walls would be brick faced as illustrated on the elevation drawings, which is positive. The addition of a Juliette balcony to all these buildings adds further visual interest as well as improving amenity of the occupants.
- 9.31 The house designs respond in part to the 'Marsh narrative' through the use of a defined low level plinth and incorporation of some brick detailing, such as string course and quoin detailing. The majority of houses (70no.) comprise a warm buff brick, with the 'corner-turner' houses (16no.) comprising a red-brown multi brick with a greater level of design detailing such as projecting bay windows, projecting quoins and contrasting brick banding at ground floor. All houses comprise pitched roofs with grey slate effect roof tiles and have flat projecting canopies above the front door. The buff brick houses, although still of acceptable quality, are more generic in appearance and would benefit from greater local distinction, although low dark brick plinths have been incorporated to provide a degree of integration with the apartments blocks which is a positive change. However, it is considered appropriate that the more prominently located houses provide an extra level of design detailing and those proposed would add good articulation and interest at street level.
- 9.32 In summary, whilst the apartment buildings might benefit from a greater diversity of design and some of the houses might benefit from some local distinctiveness, the overall design and appearance of the buildings are considered to be acceptable and would provide a sense of continuity and legibility around the site. A planning condition is recommended requiring approval of the various detailed design elements that are important to ensuring a high quality appearance at construction stage, and approval of the external materials is already required by the outline planning permission. Subject to satisfactory approval of these details, the design, materials and detailing of the proposed buildings is therefore considered to be acceptable.

#### Landscaping

- 9.33 The Development Framework Plan approved at outline stage identified the balance between development land and public open space. The outline consent specifically requires the masterplan to include at least 1.04 hectares of public open space (“green grid”) comprising 20% of the site area. The proposed scheme is consistent with this requirement, which notably does not include useable at the base of the cliff.
- 9.34 Due to the extensive earthworks required to create a development platform on the site, the majority of vegetation and tree planting within the site has already been removed. However, as required at outline stage, a number of existing tree groups along the site boundaries would be retained. These would be complimented by new trees and landscaping to be planted across the site as part of the redevelopment proposals.
- 9.35 The soft landscape scheme indicates a good variety of native and ornamental trees, a high proportion of larger tree stock and generally well thought out design with good tree coverage. The planting size of all trees accords with guidance in the EDC Public Realm Strategy. The planting scheme has been co-ordinated with the drainage and lighting layouts at an early stage which provides welcome reassurance that trees and planting would not be lost when detailed technical approvals are required.
- 9.36 In addition to the more formal open space areas discussed below, the scheme include various pockets of open space and landscaping to soften the built form and hardstanding areas and enhance the character and attractiveness of the development, which would all be maintained by a management company.
- 9.37 A principal component of the scheme is the incorporation of a large gateway open space at the eastern end of the site. This space would be partly screened from the surrounding roads by mature tree and shrub planting and would include a pond. This boundary planting would aid a sense of separation from the road and reduce noise and traffic fumes. The design of this open space has evolved through positive discussions in order to maximise the functional and amenity value of the pond which is now more integrated into the green space, with improved interaction through addition of a path, seating, gazebo and viewing deck. However, a more detailed planting plan around the pond area would be required, in particular to ensure species can adapt to changing water levels and to ensure muddy areas are not left exposed.
- 9.38 As a result of the amendments to the pond, a sufficient area of green space has now also been provided, allowing it to be used as a kick-about space or an area to hold communal gatherings and events etc. The more detailed planting plans are expected to demonstrate how this space would be physically separated and enclosed from adjacent roads to reinforce it as an attractive and welcoming environment, rather than an area of space next to a busy road.
- 9.39 The open space to the south of the site includes an equipped children’s play area. This play area would form part of the landscaped corridor that meanders along the southern perimeter of the site and would not be enclosed by fencing, although is provided a degree of enclosure by proposed tree and shrub planting. The play area would be adequately screened from traffic noise and traffic fumes by virtue of the steep cliff, and would be overlooked by nearby houses, to help create a tranquil and safe environment.
- 9.40 The scheme incorporates the requirement for heritage interpretation through the provision of themed play equipment, such as a tunnel, stone climbing towers and boulders to reference the site’s former industrial use. Together with the proposed

interpretation boards, this approach to interpretation is welcomed and should help create a sense of place and local identity. Following comments from the Swanscombe and Greenhithe Town Council, the developer has committed to engaging local heritage groups when finalising the content of the interpretation boards, and a planning condition to this effect is recommended, with the boards to be installed as part of the wider landscaping scheme.

- 9.41 The scheme includes more natural open landscaping to the south and west along the alignment of the diverted public footpath towards the foot of the cliff, and the proposal includes provision of bins and benches. There is a good variety of tree and hedging species proposed along the public footpath and the materiality and meandering nature of the path creates an informal leisure route as originally envisaged at outline stage. The diverted footpath alignment has been refined to provide more green space on both sides and to increase separation from the adjacent estate road, which responds to initial comments from KCC PROW. Despite this, the shrub planting would maintain inter-visibility with the adjacent houses to address comments from Kent Police in respect of ensuring a safe environment that does not create a hotspot for crime and anti-social behaviour.
- 9.42 In terms of timescales for provision, a plan has been provided to show the proposed sequence of delivery which divides the site into five phases informed by practical 'buildability' considerations as well as commercial considerations. This information was requested to appreciate opportunities and constraints for the timely delivery of the public open spaces.
- 9.43 Due to the tight nature of the site, a large section of the gateway open space would be required for the site compound and access and, whilst sufficient drainage infrastructure would be installed from the start, any soft landscaping would be compromised by the construction activity. Accordingly, the gateway open space is proposed towards the end of the development, albeit the developer has advised that relocation of the compound at the earliest opportunity would be desirable since its prominent position would not support sales. Similarly, it would not be practicable, safe or desirable to provide the perimeter pedestrian route at an early stage as its safety and amenity value would be significantly diminished by construction activity immediately adjacent, so would be delivered in sections as development progresses. However, the developer is able to commit to provision of the equipped play park and green link by the mid-point stage which is positive. A series of triggers for delivery of these open space area have been agreed with the applicant, to be secured through a recommended planning condition. In considering the acceptability of these triggers, it is relevant to note that the forecast programme between first occupation and scheme completion is approximately 2 years.
- 9.44 Regarding the hard landscaping proposals, the landscape masterplan includes an indicative surface materials palette. Whilst roads and adoptable footways would conform to the requirement of the local highway authority, a higher quality surface material has been agreed for the north-south pedestrian route and the public footpath. The large car parking court to the rear of the apartment buildings would be softened by use of block paving (rather than tarmac) and would be softened further through soft landscaping, and the interface with adjoining private gardens comprise robust brick boundaries. The entirety of the southern loop road, in addition to some raised tables along the central road, would comprise block paving to reinforce their lower status and their location at pedestrian crossing points.
- 9.45 The formality and hierarchy of the blocks fronting Tiltman Avenue are reinforced by provision of metal railings as a boundary treatment, that would also provide a sense

of enclosure and defensible space. This would be supplemented by soft landscaping to comprise a boundary hedge planting and mature tree planting, to be provided prior to first occupation of the relevant building.

- 9.46 In summary, the landscaping scheme is considered to be of high quality. Subject to satisfactory approval of the final detailed specification, it would be complimentary to and soften the appearance of the buildings and hardstanding area, and would provide welcoming public open spaces and streets.

#### Vehicle Parking

- 9.47 Development Policies Plan Policy DP4 requires car parking to be provided in accordance with the Council's adopted Parking Standards SPD (2012). The scheme proposes a total of 395no. car parking spaces, including allocated and non-allocated parking, based on the following car parking strategy:

- 1 Bed Units – 1.2 spaces per unit;
- 2 Bed Units – 1.2 spaces per unit;
- 3 Bed Units – 1.5 spaces per unit; and
- 4 Bed Units - 2 spaces per unit.

- 9.48 The scheme utilises a number of parking typologies including on-plot, podium, undercroft, tandem and perpendicular with areas of on-street parking incorporating pergola-covered areas. The incorporation of a podium car park is particularly welcomed as a solution for discreetly providing car parking whilst also providing adjacent dwellings with a raised amenity garden, but for security reasons the car park should be access controlled with vehicle gates installed. The inclusion of front perpendicular parking is disappointing as they compromise the character of the street and the parking courts, but their use has been minimised through design evolution and their visual impact would be minimised through sensitive hard and soft landscaping.

- 9.49 The scheme includes 67no. visitor parking spaces which accords with the SPD, proposed in the form of on street bays and within parking courts. It also includes 20no. van spaces that are fairly well distributed across the site. Whilst this is slightly below the expectation for 22no. van spaces as set out in the DBC Parking SPD, in view of the limited use of such spaces by vans in other nearby developments, this is considered to be acceptable.

- 9.50 The DBC Parking Standards SPD identifies the importance of providing electrical charging points to residential dwellings. Following initial concerns the provision for electric vehicle charging through the proposed development have been improved significantly both in terms of quantum, distribution and future-proofing. Active charging points are now proposed to serve each apartment block and various visitor parking bays (23no. in total) and passive provision (i.e. ducting with cables) for all 86no. houses. Furthermore, the applicant states that all house-buyers would be offered an optional upgrade to install an active charging point at time of purchase. Details of the specification/appearance of the charging points, and locations of ducting, would require approval through a recommended planning condition.

- 9.51 Cycle parking is proposed for all residential units in the form of lockable internal storage areas for the apartments and external storage containers for the houses, proportionate to the size of dwelling. The scheme also proposes 18 visitor cycle parking spaces in the form of Sheffield stands distributed across the site, and

commits to providing a flexible area of hard standing to facilitate potential future installation of a cycle share facility by a third party operator. To support modal shift and active travel, it is noteworthy that the outline permission (condition 28) requires approval of a travel plan prior to first occupation.

### Flood Risk and Drainage

- 9.52 In order to reduce the risk of flooding to the proposed development, it was established at outline stage that the finished floor levels of all dwellings should be set no lower than 6.9 metres above Ordnance Datum (AOD). The finished floor levels are annotated on the submitted drainage plans confirming that all buildings are set at or above this level. This has been acknowledged by the Environment Agency who have no objection.
- 9.53 Whilst much of the site would exceed this level, the lowest parts to the east would be at risk of flooding should the river defences breach. However, an alternative dry/safe pedestrian and vehicular access would exist to the west onto Tiltman Avenue so residents would still be able to access their properties in such an event, and the Environment Agency recommends that they sign up for their flood warning scheme.
- 9.54 The surface water drainage strategy for the site has changed since submission of the application in light of further ground testing which identified bands of underlying chalk that would allow soakaway drainage to be feasible. The scheme was subsequently amended to incorporate soakaways which is welcomed as a more sustainable option than utilising a surface water pump that was originally proposed and that raised concern from the Lead Local Flood Authority.
- 9.55 The drainage system would incorporate over-sized pipes and underground attenuation tanks to be used to provide additional storage during storm events, and has been designed to avoid any flooding of estate roads in the event of an extreme storm event. Rainwater would be conveyed to the drainage pond at the eastern end of the site and eventually into the ground at a controlled rate via four new soakaways beneath the gateway open space. The pond has been designed to be permanently wet to a depth of at least 600mm, with peripheral areas to be landscaped with appropriate plants, albeit the applicant's drainage consultant has advised that water levels would be unlikely to fluctuate regularly irrespective of weather conditions. The proposed system also includes the provision of filter strips adjacent to play area to encourage evaporation and promotes infiltration, which is another positive measure to manage rainwater.
- 9.56 It is welcomed that the sustainable drainage has been integrated within the landscape design and the provision of a wet pond would offer amenity and ecological benefits to the scheme. As confirmed by the Lead Local Flood Authority, sufficient details have been provided to avoid the need for a planning condition requiring a detailed scheme.
- 9.57 The Environment Agency have confirmed in principle acceptance to the use of soakaways based on details of the ground investigations and water table levels provided by the developer. However, they require verification details once the system is installed to demonstrate that the soakaways do not interact with existing fill material beyond the clean chalk bands that may otherwise leach contaminants into the groundwater. The developer has agreed this condition.
- 9.58 Details of foul drainage are required by an outline planning condition, but the applicant has advised that it would comprise a gravity piped network draining towards

the existing Southern Water manhole to the south-east of the development, which subsequently drains in a north-easterly direction. The developer has provided written confirmation from Southern Water that this system has sufficient capacity to serve the proposed development. Further details are required in due course to discharge the applicable outline planning condition.

#### Heritage and Archaeology

- 9.59 The outline consent (condition 5) required the applicant to undertake a programme of archaeological fieldwork in advance of a detailed masterplan. This fieldwork has been completed and proposals for reporting have been agreed with KCC Heritage so this condition has been discharged.
- 9.60 Heritage interpretation measures have been discussed earlier in this report, summarised as comprising themed play equipment and interpretation boards.

#### Ecology

- 9.61 Condition 8(f) of the outline permission requires submission of ecological enhancement measures to be incorporated into the development, in line with adopted Core Strategy Policy CS12.
- 9.62 In order to protect and provide suitable alternative habitat for reptiles, the standalone planning permission for partial land raising identified and safeguarded a reptile receptor site in the north-west corner of the site, which is included as part of these proposals. Once development is complete, the enclosure would be removed and the reptiles allowed to recolonise the naturally landscaped areas within the site. This approach has been agreed by KCC Ecology.
- 9.63 In order to enhance nesting/roosting opportunities for birds and bats a series of boxes/tubes would be incorporated into the development, in locations as indicatively shown in the Ecological Management Plan. Final details and locations are recommended to comprise part of the detailed soft landscaping scheme that is already required by an outline condition. New trees and hedgerows would also provide new habitat, nesting opportunities and improved food source for a variety of wildlife, in particular the proposed wet pond and wildflower areas which would provide high ecological value.
- 9.64 Due to the site providing suitable habitat for foraging/commuting bats, it would be necessary to ensure external lighting is sensitively designed and positioned to retain a dark environment along the cliffs in particular. KCC Ecology have reviewed the indicative street lighting proposals that has provided adequate reassurance at this stage, and detailed lighting proposals would require approval pursuant to the outline permission.
- 9.65 The outline permission dealt with impacts on European protected sites through securing a s.106 financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS).

#### Residential Mix and Standards

- 9.66 The proposed dwellings comprise a range of unit types and sizes, across a variety of tenures, including the provision of family sized units as well as smaller units to contribute towards creating a mixed community. The mix provides a balanced

response to local housing needs and all of the proposed new dwellings have been designed to be of a high quality, with access to private and communal amenity space.

- 9.67 The scheme proposes a mix of 61% flats and 39% houses. As accepted at the outline stage, and having regard to location of the site in the Thames Waterfront area and adjacent to a Fastrack bus route, provision that deviates from the 30:70 flat to house ratio referred to in Policy CS18 is acceptable in principle subject to the apartments being designed to a high quality to ensure they provide housing of choice rather than just a stop gap.
- 9.68 In accordance with Policy DP8, all proposed dwellings comply with the Nationally Described Space Standard (NDSS). Furthermore, following initial concerns raised at pre-application stage, it is positive that the scheme has been amended to maximise the proportion of accessible and adaptable homes, with 74% of the dwellings achieving optional Building Regulations M4(2) Level (164 out of 221). Most notably, lifts have been incorporated into the majority of apartments, with 95 of the 125 apartments now having level access. The apartments that don't have lift are the smaller 3 storey blocks and the FOGs.
- 9.69 The scheme includes 30% affordable housing in accordance with the s.106 Agreement, comprising 14no. houses, 47no. apartments and 5no. FOGs (66 in total). The affordable units are adequately distributed around the site. The mix of units is considered appropriate and the applicant advises it has been endorsed by various Registered Providers who have expressed interest in providing it. The affordable rented units include 3no. wheelchair accessible apartments as required by the outline consent, that would comply with optional Building Regulations M4(3) Level. Whilst being located at first floor level due to the space at ground floor being required for communal facilities and services, they are all within buildings with lift access. All of the affordable apartments are in buildings that have lift access.
- 9.70 It is acknowledged that the scheme provides dwellings that meet applicable standards for ensuring acceptable and adaptable living conditions, with an appropriate mix and split between private and affordable dwellings. The following section assesses other aspects that contribute to ensuring acceptable living conditions, prior to concluding whether adequate justification for mix of housing types is acceptable.

#### Residential Amenity

- 9.71 The main source of potential disturbance to future residents is traffic noise from London Road, with highest levels in the south-east corner where the site and road are at grade. The cliffs provide a screening benefit to the majority of the site. The application is accompanied by a Sound Insulation Assessment which recommends installation of double glazing and acoustic trickle ventilators on dwellings that are adjacent to Tiltman Avenue and London Road would be sufficient to ensure ambient internal living conditions. The assessment also concludes that all residential gardens should experience noise levels within the level recognised as being desirable for external amenity areas. This has been accepted by the Borough Council's EHO.
- 9.72 Due to the degree of enclosure by high cliffs, the outline consent required a daylight and sunlight assessment to be undertaken as part of the detailed design process in order to assess the relationship of the proposed dwellings with the adjacent cliffs. The application is accompanied by an Internal Daylight Report which concludes that most dwellings comply in respect of daylight and all comply in respect of sunlight, measured having regard to recognised BRE target levels. The only units that fall

below the standard for daylight are the ground floor south facing apartments in Block A where levels are affected by inclusion of a recessed private terrace. The benefits of this terrace and animation these units provide to the scheme is considered to outweigh the deficiency in respect of daylight levels.

- 9.73 It is noteworthy that the apartments are all predominantly dual-aspect (including some triple-aspect) which is an important component to providing good quality living conditions and allowing regulation of internal room temperatures.
- 9.74 Policy DP8 requires new dwellings to be provided with a range of usable and good quality private amenity space, and this is a key factor in accepting a higher proportion of apartments. All apartments have a private balcony in addition to access to areas of communal open space. Most notably the apartments in Blocks A and B would share a landscaped amenity deck which is a particularly welcome feature of the scheme as a means of concealing undercroft parking whilst providing usable amenity space above. The frontage apartment blocks are set within a relatively narrow landscaped setting with modest levels of amenity space, although it is acknowledged that improvements have been made to allow the provision of some larger landscaped gardens for residents to enjoy. It would be necessary for the detailed landscaping scheme to reinforce a sense of enclosure to these gardens to maximise their value. The majority of FOGs have no private amenity space but do include Juliette balconies, as the inclusion of projecting balconies would introduce conflicts in respect of overlooking or collision risk to passing refuse/service vehicles. All houses include a private garden of adequate size, each with direct access via a drive or alley.
- 9.75 To ensure adequate privacy and prevent overlooking of adjoining properties, the elevation drawings identify windows that would be obscure glazed, which should be safeguarded through condition. Furthermore, to avoid future alterations to dwellings introducing unacceptable impacts on adjoining properties, it is recommended that permitted development rights for the installation of windows and roof additions are restricted through planning condition. Back to back distances of properties are generally at least 20 metres to avoid unacceptable overlooking between properties.
- 9.76 This concludes that acceptable internal and external living conditions would be provided that satisfactorily justifies the proportion of apartments versus houses having regard to the local policy requirement.

#### Sustainability

- 9.76 As part of a 'fabric first' approach, the building fabric has been carefully considered and specified to meet or exceed current Building Regulations minimum requirements.
- 9.77 In terms of carbon reduction, the Energy Statement submitted with the application advises that, having regard to all proposed measures, a c.20% improvement over and above the building regulations standard would be achieved by this development. A principal component of this strategy is the installation of PV panels and the submission includes a plan confirming that 444no. panels would be integrated into the roof slopes of the houses and mounted on the apartment roofs to achieve the forecast energy generation target. A planning condition is recommended to approve their form and specification and to require their installation prior to occupation of the relevant dwelling.
- 9.78 Reflecting water scarcity and development levels in the region, DPP Policy DP11 states that all dwellings created in Dartford will only be permitted where they demonstrate delivery of the water efficiency requirement level of 110 litres per person



per day. The revised Energy Statement now includes details on water efficiency and commits to the incorporation of water fittings to achieve this design standard. The scheme also includes measures to reduce water use, such as a commitment to providing water butt for most houses and installing water meters for all dwellings.

#### Building for Life Assessment

- 9.79 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 (BfL).
- 9.80 A 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 recognised by the house building and architectural industries as well as Government and Local Authorities.
- 9.81 The proposed development is considered to perform well against the 12 BfL topics, achieving 10 greens, 2 ambers and no reds, as follows:

01 Connections	02 Facilities and Services	03 Public Transport
04 Local Housing Requirements	05 Character	06 Working with Context
07 Creating well defined streets and spaces	08 Easy to find your way around	09 Streets for all
10 Car Parking	11 Private and Public Spaces	12 Storage Bins and Recycling

- 9.82 On this basis the scheme meets the requirements for Building for Life and, furthermore, equals the highest score of any EDC scheme to date.

#### Crime Prevention

- 9.83 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.

### **10.0 FINANCIAL CONSIDERATIONS**

- 10.1 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.

## **11.0 HUMAN RIGHTS**

11.1 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.

## **12.0 PUBLIC SECTOR DUTY**

12.1 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.

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

## **13.0 CONCLUSION**

13.1 This reserved matters application accords with the requirements established through the outline planning permission and proposes high quality new homes on a previously developed site that is located within a sustainable and accessible location. The scheme proposes a satisfactory mix of housing types and tenures that would have good internal and external living accommodation that justify the ratio of apartments to houses, including access to safe and welcoming public open spaces. The acceptability of the proposed scheme is supported by the very good Building for Life rating.

13.2 In considering this application, due regard has been given to all comments and representations received and where possible these have been addressed through positive negotiations with the applicant.

13.3 In conclusion the proposal represents a development that would deliver an attractive and welcoming residential development to support ongoing delivery of the Garden City.