

**Agenda Item:** 005

**Reference:** EDC/20/0051

**Site Address:** Ebbsfleet Green Primary School, Ackers Drive, Weldon, Ebbsfleet Valley, Kent, DA10 1AL

**Proposal:** Reserved matters application for approval of layout, scale, appearance and landscaping pursuant to outline permission EDC/16/0045 in relation to the proposed erection of a 2-form entry Primary School with nursery and associated hardstanding, landscaping, fencing, parking and access.

**Applicant:** Kent County Council

**Parish / Ward:** Ebbsfleet Ward

**SUMMARY:**

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

This application seeks reserved matters approval for the erection of a two-form entry primary school for up to 420 pupils, including a Special Resource Provision and a 26-place nursery on the site. In accordance with the S106 legal agreement a 2.05h site, free from contamination and serviced has been secured for the delivery of the primary school. The school will be delivered by Kent County Council and will be part funded by the developer of the site, Redrow, and Ebbsfleet Development Corporation. The application has been submitted with the aim of opening the school in September 2021 and will be operated by the Maritime Academy Trust.

The application has been subject to extensive pre-application discussions and an independent review by the EDC Design Forum. The scheme has been through several iterations in response to concerns around layout, design and parking management. The amendments secured have resulted in an enhanced design which exceeds the standardised approach normally taken to school buildings and results in improved internal and external teaching facilities. The application actively seeks to implement measures to support and encourage sustainable travel modes in line with the wider Ebbsfleet Garden City vision.

It is considered that the school building has been designed having due regard to the constraints and requirements of the site. The scheme substantially accords with the principles and parameters established by the outline planning permission and the Council's adopted policies and guidance in terms of scale, design and appearance.

The proposals would provide acceptable level of amenity for users of the site without having a detrimental impact on the character of the area, ecology, flood risk, traffic and highway safety or amenity of neighbouring properties and is therefore recommended for approval. In considering the application, due regard has been given to residents' comments.

**RECOMMENDATION:** Approval subject to:

- Imposition of following planning conditions and informatives with delegated authority to the Chief Planning Officer to make minor changes to the wording.

TIME

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

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

APPROVED PLANS

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

- Drawing No. P101 Rev. P1 – Site Location Plan
- Drawing No. P102 Rev. P1 – Existing Site Plan
- Drawing No. P103 Rev. P4 – Proposed Site Plan
- Drawing No. P105 Rev. P2 – Ground Floor Plan
- Drawing No. P106 Rev. P3 – First Floor Plan
- Drawing No. P107 Rev. P2 – Roof Plan
- Drawing No. P108 Rev. P3 – South Elevations & West (Sheet 1)
- Drawing No. P109 Rev. P2 – North & East Elevations (Sheet 2)
- Drawing No. P110 Rev. P2 – Building Sections (Sheet 1)
- Drawing No. P111 Rev. P3 - Building Sections (Sheet 2)
- Drawing No. P112 Rev. P3 – Site Sections
- Drawing No. P113 Rev. P1 – 3D Visuals
- Drawing No. P114 Rev. P1 – 3D Visuals
- Drawing No. P116 Rev. P1 – Hard Landscaping Strategy
- Drawing No. 5050 Rev. P5 – Permanent Drainage Strategy Layout

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

PRIOR TO DEVELOPMENT ABOVE FOUNDATION LEVEL

3. Notwithstanding the details submitted with the application, no development above foundation level shall take place until details and samples of all materials to be used in the external surfaces of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

4. Notwithstanding the details submitted with the application, no development above foundation level shall take place until details of the specification and appearance (including samples where requested by the Local Planning Authority) of the hard surfaces and boundary enclosures (including the car parking barrier and the retractable bollards) have been submitted to and approved in writing by the Local Planning Authority.

The submitted details shall accord substantially with Drawing No. P116 Rev. P1 and shall include details of street furniture to be installed in the public plaza, pond and wildlife area and measures for demarcating vehicle parking spaces. The development shall be carried out in accordance with the approved details to be implemented in full prior to the school first being brought into use.

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

5. Notwithstanding the details submitted with the application, no development above foundation level shall take place until a revised soft landscaping scheme and Landscape Management Plan has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) the type and species of planting to be carried out, to include their quantity, densities and size, together with a full planting specification;
- (ii) measures to promote biodiversity enhancement to include planting of native and wildlife attracting species and installation of shelters and food resource for breeding birds and small mammals;
- (iii) details of the playing field specification, including drainage and specialist seed mix;
- (iii) details of the pond, pond dipping platform, bank profile and associated planting; and
- (iv) details of the vegetable patch, pergola and wildlife walk.

Thereafter the approved soft landscaping scheme shall be carried out in full during the first available planting season following the building hereby approved first being brought into use and maintained in accordance with the Landscape Management Plan. Any trees or plants which within 5 years of planting are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless the Authority gives written consent to any variation.

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

6. No development above foundation level shall take place until details of a system for the extraction and treatment of cooking fumes, including details for the control of noise and vibration from the system and details of any external flue, have been submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be implemented before the development is brought into use and thereafter be maintained in accordance with the approved details. No cooking of food shall take place unless the approved extraction system is being operated.

**Reason** – *In the interest of protecting amenity, in accordance with Dartford Development Policies Plan Policy DP5.*

7. Notwithstanding the details submitted with the application, no development above foundation level shall take place until details of the external lighting scheme have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of any proposed CCTV equipment to be located on the site.

The approved scheme shall be implemented before the development is brought into use and thereafter be maintained in accordance with the approved details.

**Reason** – *In order to ensure an acceptable standard of development upon completion, to prevent light pollution and to be sensitive to local wildlife, in accordance with Dartford Development Policies Plan Policy DP2.*

## PRIOR TO THE SCHOOL OPENING

8. The building hereby approved shall not be brought into use, until the area shown on the submitted layout as vehicle parking space has been provided, surfaced, drained and marked out. Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any order revoking and re-enacting that Order with or without modifications.

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

9. The building hereby approved shall not be brought into use until the foul and surface water drainage scheme shown on Drawing No. 13375\_5050 Rev. P5 entitled Permanent Drainage Strategy Layout has been implemented. The drainage scheme shall thereafter be maintained in accordance with the Drainage Statement and Maintenance Strategy (dated May 2020), prepared by Campbell Reith Consulting.

**Reason** - *To ensure the ongoing efficacy of the surface water drainage provisions.*

10. The building hereby approved shall not be brought into use until a Verification Report pertaining to the approved surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority. The Report shall demonstrate the suitable modelled operation of the drainage system where the system constructed is different to that approved. The Report shall contain information and evidence (including photographs) of details and locations of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing.

**Reason** - *To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 165 of the National Planning Policy Framework.*

11. The building hereby approved shall not be brought into use until details of the 2no. proposed electric vehicle charging points to be delivered in the staff car park as shown on Drawing No. P103 Rev. P4, have been submitted to and approved in writing by the Local Planning Authority. The approved electric vehicle charging points shall thereafter be installed prior to the building opening and shall thereafter be retained in working order at all times.

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

12. The building hereby approved shall not be brought into use until details of the form, appearance and materials to be used for the cycle/scooter storage shelters and bin store shown on Drawing No. P103 Rev. P4 have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented in full prior to the school first being brought into use and thereafter retained at all times.

**Reason** - *In order to encourage sustainable travel and protect amenity, in accordance with Dartford Development Policies Plan Policy DP2.*

13. The building hereby approved shall not be brought into use until a Parking Management Plan for the school site has been submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall include:

- (i) how the school will manage pickup and drop off times;
- (ii) how the retractable bollards will be managed;
- (iii) how parking will be managed if the hotel car park is at capacity or is unavailable;
- (iv) how parking on the loop road will be restricted if the retractable bollards are not yet in place; and
- (v) how refuse vehicles, coaches and delivery vehicles will be managed.

The school shall thereafter be managed in accordance with the Parking Management Plan at all times.

**Reason** - *To protect the amenities of the area in accordance with Dartford Development Policies Plan Policy DP3.*

14. Prior to installation of any photovoltaic panels on the building hereby approved, details shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include the appearance, form and technical specification of the photovoltaic panels. The panels shall thereafter be retained at all times.

**Reason** - *To ensure the sustainable development of the site in accordance with the aims of Policy CS23 of the Dartford Core Strategy.*

#### POST COMPLETION

15. The school building hereby approved shall achieve BREEAM level 'Very Good' in accordance with the requirements of BREEAM (or such equivalent national measure of sustainability for non-residential design that may replace that scheme from time to time) unless otherwise agreed in writing by the Local Planning Authority.

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

**Reason** - *To ensure that the development meets the objectives of energy efficiency in new building design and construction pursuant to policy CS23 of the Dartford Core Strategy.*

16. Within 3 months of the opening of the school hereby permitted, an update to the approved Travel Plan shall be submitted to the Local Planning Authority for written approval. The updated Travel Plan must include details of:

- (i) a comprehensive survey of all users of the school;
- (ii) a review of travel modes to and from the site;
- (iii) details of pupil's involvement in the adoption and implementation of the Travel Plan;
- (iii) objectives and modal-split targets to reduce car journeys to the school;
- (iv) a comprehensive review of staff, visitor and pupil car parking;
- (v) a programme of implementation and provision for monitoring, review and improvement if targets identified in the Plan are not being met.

The approved Travel Plan shall be implemented and adhered to, unless otherwise agreed or varied in writing by the Local Planning Authority pursuant to this condition.

**Reason** - *To protect the amenities of the area in accordance with Policies DP3 of the adopted Dartford Local Plan.*

17. Notwithstanding the details submitted with the application, the building hereby approved shall not be brought into use until a Community Use Agreement has been submitted to and approved in writing by the Local Planning Authority. The Community Use Agreement shall include details of the commitments and arrangements by the school operator for allowing and encouraging use of the internal and external school facilities by clubs and organisations and members of the public for managed recreational purposes, or any other community use, when not in use by the school. The facilities shall thereafter be managed and operated in accordance with the approved strategy.

**Reason** – *To encourage community use of the building and to enhance community well-being.*

#### COMPLIANCE

18. The development hereby approved shall be carried out in accordance with the Construction Management Plan (dated March 2020) and Environmental Management Plan (dated March 2020) prepared by Kier Construction.

**Reason** - *To ensure the free flow of traffic on the highway and to protect the amenity of residents and local wildlife, in accordance with Dartford Development Policies Plan Policy DP5.*

19. No external plant equipment or other paraphernalia shall be installed on the external façade or roof of building hereby approved unless details of its design and siting have been submitted to and approved, in writing, by the Local Planning Authority. The works shall thereafter only be carried out in accordance with the approved details.

**Reason** - *In order to avoid the introduction of external paraphernalia compromising the character and appearance of the development, in accordance with Dartford Development Policies Plan Policy DP5.*

20. The development hereby approved shall be constructed in accordance with the recommended mitigation measures contained within the Environmental Noise Assessment (dated March 2020). The mitigation measures shall be implemented prior to occupation of the building and thereafter maintained at all times.

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

21. The development hereby approved shall be implemented in accordance with the 'package of measures' set out in the Transport Statement, prepared by DHA (dated March 2020) and the Ebbsfleet Green Primary School Travel Plan (dated March 2020), unless otherwise agreed or varied in writing by the Local Planning Authority pursuant to this condition.

**Reason** – *In the interest of highway safety by reducing car parking demand and subsequent impacts on the safe and free flow of traffic by encouraging travel by non-car means, in accordance with sustainable planning principles and adopted*

#### **INFORMATIVES: -**

##### 1. POSITIVE AND PROACTIVE APPROACH TO DECISION-TAKING

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

- The applicant was provided with pre-application advice;
- The agent was advised of planning issues during the processing of the application and additional information has been submitted to address these;
- The application was determined within the relevant timescales.

This has involved extensive discussions and negotiations both during the pre-application and planning application stages in a collaborative manner in order to ensure the delivery of a high-quality school facility that will contribute towards the continuing development of the area. Through early engagement and proactive discussions, the application was accompanied by enough information to negate the requirement for any pre-commencement planning conditions in order to assist the timely delivery of this local infrastructure.

## 2. ADDITIONAL DOCUMENTS

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

### Landscape Plans

- Drawing No. HAR-LAN-19020-9002-GA – Soft Landscape Proposed Layout
- Drawing No. HAR-LAN-19020-9203-PP – Planting Plan
- Drawing No. HAR-LAN-19020-9204-SS – Soft Landscape Specifications
- Ebbsfleet Green Primary School – Hard Landscaping Schedule (P117\_P1)
- Ebbsfleet Primary School Plant Schedule, prepared by Hardwood Landscaping Contractor

### Drainage

- Drainage Statement and Maintenance Strategy (dated May 2020), prepared by Campbell Reith Consulting

### Management

- Lettings Policy and Procedures (dated October 2019), prepared by Maritime Academy Trust
- Community Use Statement for the Hire of Ebbsfleet Green Primary School Premises (dated December 2019), prepared by Maritime Academy Trust

### Technical Reports

- Environmental Management Plan (dated March 2020), prepared by Kier Construction
- Environmental Noise Assessment (dated March 2020), prepared by Mach Group
- Construction Management Plan (dated March 2020), prepared by Kier Construction
- External Lighting Statement (dated March 2020), prepared by Crofton Consulting
- Biodiversity Report (dated March 2020), prepared by Eight Associates
- Phase I and Phase II Geotechnical and Environmental Investigation (dated June 2019), prepared by GDM Architects

### Transport

- Transport Statement (dated March 2020), prepared by DHA Planning
- Parking Strategy (dated March 2020), prepared by DHA Planning
- Transport Technical Note (dated June 2020), prepared by DHA Planning
- Ebbsfleet Green Primary School Travel Plan (dated March 2020)

#### Sustainability

- BREEAM Preliminary Assessment (dated March 2020), prepared by Eight Associates
- Energy Statement, prepared by Horizon Building Services

#### Heritage

- Post Palaeolithic Post Excavation Assessment (dated October 2017), Prepared by CGMS Heritage.
- Palaeolithic Post Excavation Assessment (dated October 2017), prepared by CGMS Heritage.
- Archaeological Letter (dated 20<sup>th</sup> December 2019), prepared by RPS

#### Other

- Planning Statement (dated March 2020), prepared by DHA Planning
- Utilities Infrastructure Statement (dated March 2020), prepared by Crofton Consulting
- Statement of Community Involvement (dated March 2020), prepared by DHA Planning
- Proposals Justification for the new Ebbsfleet Green Primary School, prepared by KCC AEO North Kent

### 3. OUTLINE PLANNING PERMISSION

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

### 4. DEVIATION FROM APPROVED PLANS

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

### 5. BUILDING REGULATIONS AND OTHER CONSENTS

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

### 6. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

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

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



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

## 7. KCC PUBLIC RIGHTS OF WAY

Kent County Council Public Rights of Way & Access Services offer the following comments for information:

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

## 1.0 SITE CONTEXT AND BACKGROUND

### Background

- 1.1 The application site lies within the wider Ebbsfleet Green development. Dartford Borough Council granted outline planning permission in March 2014, for the redevelopment of the site to create a new community with a mix of uses. All matters were reserved for subsequent detailed approval, except for the means of access, which approved junctions with Southfleet Road. A subsequent S73 application (reference EDC/16/0045) was approved in August 2017 to allow for updates to parameter plans and the site wide masterplan. The permission is subject to over 60 planning conditions and a Section 106 Legal Agreement.
- 1.2 The outline permission (OPP) approved the following land uses for the Ebbsfleet Green site:
- Up to 950 residential dwellings in a mix of houses/flats;
  - Primary school and associated open space (2.05ha);
  - Community Hall (358 sqm);
  - Neighbourhood food store (339 sqm);
  - Up to 5,000sq m hotels with conferencing and leisure facilities;
  - Pub and family restaurant (920 sqm);
  - Public open space (no less than 30% of the site) including parkland, sports pitch, 2No. hard-surfaced courts, with changing facilities and community allotments;
  - A Neighbourhood Equipped Area for Play (NEAP), Multi-Use Games Area (MUGA) and 3 x Local Equipped Areas of Play (LEAPS).

- 1.3 The outline planning permission is structured into a series of staged submission requirements to ensure that the necessary level of site evaluation and strategic site framework is established in advance of consideration of details. Whilst detailed matters of layout, appearance, scale and landscaping were reserved from consideration at the outline stage, the outline planning consent establishes the broad parameters within which those matters need to be worked up in detail for the reserved matters application submissions. These parameters established design principles, including plans for development limits, land use, open space, movement and building heights.
- 1.4 The S106 Legal Agreement secured the provision a site for the delivery of a primary school and nursery. The site should be regular in shape, 2.05 hectares in size, levelled, serviced, free of contamination and sufficient to accommodate premises for a one-form entry 1FE (210 places) school with the ability to expand to two-form entry 2FE (420 places). The legal agreement requires the owner (currently Redrow) to safeguard the school site until it is transferred to Kent County Council and to provide a financial contribution towards its delivery.
- 1.5 Kent County Council are required by the S106 to use reasonable endeavours to ensure that the primary school is operational by first occupation of 300 dwellings or by the 30 September 2020, whichever is earlier, unless another date is agreed between the owner and the County Council. To ensure the delivery of school places by September 2020, the County Council had proposed to construct a temporary school facility on the site, whilst the permanent school would be under construction (consented under application EDC/19/0221). However, due to delays which arose as a result of the Covid-19 pandemic, construction of the temporary facility was delayed. To ensure that school places are available to Ebbsfleet Green residents, an alternative temporary facility has now been identified off-site and the Ebbsfleet Green school will be operational from September 2020.
- 1.6 In 2018, Kent County Council consulted on the creation of a new primary school in Ebbsfleet and subsequently ran an open competition for Multi-Academy Trusts to bid to run the new school. Maritime Academy Trust who operate several schools across London and the South East were successful in their bid.
- 1.7 Planned for September 2021, the school would be able to open with 1FE provision and eventually grow to 2FE as demand increases, providing places for pupils aged 4 to 11 years. The school would also include a specialist resource-based provision for up to 15 pupils whose primary barrier to learning is a diagnosis of Autism Spectrum Disorder. Kent County Council anticipates that the school would fill incrementally year on year, however, there is some scope for the school to fill more quickly if demand indicates a need.
- 1.8 The new primary school has been designed under the area guidelines for mainstream schools i.e. Bulletin 103 & 104 published by the Department for Education and the Education Funding Agency. The application site size is in the Building Bulletins range for a 2FE school. Within the current guidelines, the school would not be considered as a candidate for further expansion. It should be noted that Ebbsfleet Development Corporation have financially contributed to the build costs of the proposed primary school, to assist in improvements to the building's design.

#### Site History and Surrounding Sites

- 1.9 The wider Ebbsfleet Green site lies to the southeast of Eastern Quarry, which is the subject of a separate large residential-led mixed-use development. The site is bounded to the south by the A2, and to the east by Southfleet Road. The DS20 Public Right of Way bounds the western and northern boundaries of the site. In broad terms, the wider site boundaries extend to approximately 38.0 hectares (ha).

- 1.10 The site previously comprised of 3 electricity sub-stations, which have now been decommissioned, with the remainder of the site last in arable farming use. Electricity pylons on the site stand at approximately 50 meters in height and run through the centre of the site (N-S). As part of the works approved under the phase 1 infrastructure application, extensive 'cut and fill' earthworks have taken place and the levels of the site have drastically altered.

#### Site Description

- 1.11 This application relates to a large parcel of land in the centre of the Ebbsfleet Green development. The northern and western boundaries of the site are framed by a central spine road (Ackers Drive) which loops through the wider development and connects the northern and southern site entrances.
- 1.12 Whilst the surrounding land generally rises to the north, the site provides a predominantly level area which then banks more steeply up to the spine road to the north and west. Topography has proved challenging with a few meters level difference between Ackers Drive and the north-west boundary of the site in the worst affected location.
- 1.13 The southern boundary of the site is framed by a village green and loop road (accessed via Ackers Drive) in addition to an approved footpath. The eastern boundary lies adjacent to the wider sites linear park which accommodates sustainable drainage ponds and overhead electricity pylons. A small area in the south-eastern corner of the site is safeguarded for the delivery of a Multi-Use Games Area for the benefit of the wider development and will be delivered by Redrow.

#### Proposals

- 1.14 The proposals seek to deliver a detached two-storey building with a U-shaped footprint along the alignment of the sites southern and western boundaries. The building will be sited in the south-west corner of the application site. School playing fields are proposed to the north of the building with playgrounds, food growing areas and multi-use sports courts proposed to the east. The main school entrance is proposed in the south-west corner of the building to be accessed off a new hard and soft landscaped area of the public realm and a village green.
- 1.15 The proposed gross internal area of the building would be 2,496sqm of which 1,430sqm comprises the ground floor and 1,066sqm the first floor. The lower primary school (KS1/Infants) classrooms would be located on the ground floor of the building, whilst the upper primary school (KS2/Juniors) classrooms would be on the first floor. The proposed nursery would provide accommodation for 26 pupils and would be in the western wing of the building with a dedicated outdoor play area and separate access.
- 1.16 A singular vehicle access is proposed along the southern site boundary. This would provide access to a staff and visitor car park, as well as a small delivery bay. The application proposes the following quantum and type of vehicular parking:
- 26 no. staff car parking spaces
  - 10 no. visitor car parking spaces
  - 3 no. disabled parking spaces (visitor)
  - 1 no. delivery bay
- 1.17 In addition to the vehicular parking, 28no. cycle parking spaces and 28no. scooter parking spaces would be provided. The school site would be secured by an existing timber post and rail fence to the top of the embankment along Ackers Drive. An additional 2m high weldmesh perimeter fence with access-controlled gates would be used to provide a secure line around the entirety of the school site, to the bottom of the embankment.

1.18 It should be noted that the Maritime Academy Trust has proactively engaged with Ebbsfleet Green residents and have been heavily involved in the design process. Several key design decisions are in direct response to the needs and the teaching approach of the school. The scheme has been through extensive pre-application advice and the proposals have been subject to a design review by the EDC Design Forum.

## 2.0 RELEVANT PLANNING HISTORY

- 2.1 DA/05/00308/OUT Redevelopment of the site comprising a mixed-use of up to 950 dwellings and non-residential floor space for shopping, food and drink, hotel use; community, health, education and cultural uses; assembly and leisure facilities and associated works to provide the development.  
Approved with Conditions and S106, 31 March 2014
- 2.2 14/01517/ECREM Submission of Reserved matters in respect of Phase 1 Infrastructure Works pursuant to Conditions 2,19,21,22 and 32 of outline planning permission DA/05/00308/OUT inclusive of northern and southern sections of spine road, site levels, hard and soft landscaping (excluding Phase 1 residential area), indicative street and parkland lighting, local play area, associated earth works and noise bund (amended plans for spine road, site levels, cut and fill, sections).  
Approved with Conditions, 24th December 2015
- 2.3 15/01001/ECREM Submission of reserved matters of siting, design, external appearance and landscaping pursuant to conditions 2,19,20,21,22,26, and 43 of outline planning permission DA/05/00308/OUT for Phase 1 development of 180 residential units including details of streets, buildings and structures, car parking areas, open spaces, materials, noise mitigation and drainage.  
Approved with Conditions, 21st January 2016
- 2.4 EDC/16/0045 Application for variation of condition 3 attached to outline planning permission reference no. DA/05/00308/OUT relating to parameter plans.  
Approved, 11th August 2017
- 2.5 EDC/16/0039 Application for approval of conditions 4, 12 and 14 attached to outline planning permission reference no. EDC/16/0045 relating to changes to the landscape and open space strategy, transport strategy, Masterplan & phasing strategy.  
Approved, 11th August 2017
- 2.6 EDC/17/0135 Submission of Reserved Matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 3 development of 205 residential units (C3) and including details of streets, buildings and structures, materials, open space, landscaping, car parking, noise and drainage.  
Approved Subject to Conditions, 15 May 2018
- 2.7 EDC/18/0170 Application for Reserved Matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 2c

development of 120 residential units (C3) and including details of streets, buildings and structures, materials, open space, landscaping, car parking, noise and drainage.  
Awaiting Decision.

- 2.8 EDC/19/0155 Application for variation of condition 2 attached to approval ref EDC/17/0135 in respect of Phase 3 development (Submission of reserved matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 3 development of 205 residential units (C3) and including details of streets, buildings and structures, materials, open space, landscaping, car parking, noise and drainage) to allow amendments to vehicular parking, cycle stores, substitution of plans and documents.  
Approved Subject to Conditions, 23 December 2019.
- 2.9 EDC/19/0125 Submission of Reserved Matters of siting, design, external appearance and landscaping, pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 4 development of 133 residential units including details of streets, buildings and structures, materials, open space, car parking, noise and drainage.  
Approved Subject to Conditions, March 2020.
- 2.10 EDC/19/0221 Application for the temporary change of use of the land together with the siting of three no. buildings for educational use (nursery and primary school - Use Class D1) with associated hardstanding, landscaping, fencing, parking and access for a period of up to September 2021 during the construction of the Ebbsfleet Green Primary School.  
Approved Subject to Conditions, March 2020.

### 3.0 PUBLICITY

- 3.1 Neighbour notification letters were sent to 150 local addresses. The proposals were advertised on site via 4 no. notices and publication in a local newspaper as a:
- Major Development Proposal.

Site Notice Expiry Date: 20.4.20

Press Notice Expiry Date: 2.4.20

### 4.0 REPRESENTATIONS

- 4.1 At the time of publishing this report **1 no. written representation** had been received to the application, summarised as follows:

- 1) A local resident provided the following comments:
  - The proposed parking strategy does not take into account human nature and it is very likely that parents will use visitor and private parking spaces on Frost Close, Hildefirth Close and Ackers Drive rather than park at the hotel.

- The east elevation is unattractive, with large expanses of unwindowed brickwork. The use of art or architectural features should be encouraged to make these sections less brutal. The south elevation seems to be misaligned with unmatching windows, these are objectionable and out of place in Ebbsfleet Green.

## 5.0 CONSULTATIONS

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

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

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

### 5.2 Dartford Borough Council (DBC) (19.5.20)

No observations.

### Dartford Borough Council Environmental Health Officer (EHO) (19.5.20)

The Environmental Health Officer is satisfied with the acoustic assessment and its findings regarding impacts and attenuation required. Whilst a little light on specific detail, sufficient information and undertaking has been included in the construction management and environmental management plans. Officers have no other comments or observations and therefore support the proposals.

### 5.3 Kent County Council Flood Management

(11.5.20) The Local Lead Flood Authority are satisfied that the proposed drainage design does not increase the risk of flooding and complies with the overall drainage strategy by limiting discharge from site at 5l/s and as such have no objection to the determination of reserved matters. A condition has been requested to secure a verification report, once the drainage proposals have been implemented.

*Officer comment: Condition 10 has been recommended to secure a verification report once the drainage proposals have been implemented.*

#### 5.4 Kent County Council Ecology (1.5.20)

The Ecology officer agrees with the conclusions within the ecology report that there is no requirement for additional specific species surveys to be carried out. The report made several precautionary recommendations for badgers and breeding birds and it is recommended that they are incorporated into the Construction Management Plan.

The ecological report made several recommendations to enhance the site for biodiversity but it's not clear from the submitted plans exactly what enhancements will be created throughout the site (both built and landscaped). It is acknowledged that the soft landscaping plan has detailed that a meadow/wildflower meadow will be created and the proposed site plan has included a wildlife walk but no information has been provided on the proposed seed mix, intended management or how the wildlife walk will be designed to benefit wildlife.

As part of Condition 15 of the outline planning consent a Biodiversity Implementation Programme/ Ecological Management Plan is required. To ensure that details within the submitted information can be implemented, details should be included within the submitted layout and landscaping plans.

*Officer comment: The additional ecological details will be secured by condition and will need to be submitted alongside the landscaping proposals and landscape management plan.*

#### 5.5 Kent County Council Highways (28.4.20 & 6.7.20)

##### Access

Pedestrian access is provided to the southwest of the site within the plaza area adjacent to the entrance. A stepped access (to the west) and a step free access from the south of the site are proposed. In pre-application discussions it was highlighted that a northern pedestrian access would have been beneficial to increase the permeability of the site, however this was not supported which is disappointing. It is considered that there are safe suitable alternative routes for pedestrians already provided, albeit the walking distance may be slightly increased without an additional link.

##### Pick-up & Drop-off

The Highways officer notes that the 'School Streets Initiative' is proposed, with the loop road controlled by the school with the use of a Traffic Regulation Order (TRO). Bollards will restrict vehicular access at drop off and pick up times on the highway outside the school and will be managed by the school on a daily basis. It is welcomed that the school are promoting the School Streets Traffic Regulation Order (TRO) and this will be detailed within a Memorandum of Understanding (MoU), between KCC Highways and Transportation and KCC Education. The MoU is currently being discussed between officers.

The Wells Free School is a primary school with a similar ethos to the Maritime Academy Trust. The School does not provide car parking facilities for student pick up and drop off and the parents are made fully aware of the situation and agree to avoid driving to the school. Officers would suggest a similar approach be taken. Anyone coming to the school from the Ebbsfleet Green development should walk and cycle/scooter. Pupils coming from elsewhere should sign up to say that they will use the proposed walking bus facility. A shared footway/cycleway is provided through Ebbsfleet Green, which will encourage walking and cycling. The access for cyclists is within the south west plaza area and it is welcomed that the location of the cycle and scooter storage areas is adjacent to the access.

### Parking

Deliveries for the school will be made on the loop road or within the on-site car park when served by smaller vehicles. It is welcomed that two electric charge points are to be provided within the car park. Officers would suggest that a Car Parking Management Plan is conditioned, to ensure parking management is controlled by the Trust both on and off site and to avoid any impact on the surrounding highway network. This plan will need to review the Schools Street Initiative to ensure it is effective. Officers would encourage the Trust to liaise with the proposed community uses within the site, to discuss the possibilities of car parking sharing.

### Walking Bus

A letter of comfort has been submitted by the Spring River public house and hotel confirming agreement to use of the car park for pickup and drop off. The proposed 'walking bus' route is considered to be acceptable for pupils and staff. If use of the hotel car park is withdrawn or if it is unavailable the loop road must be made available for pickup and drop off. The car park for staff and visitors could be opened to provide drop off/pick up spaces if required.

The Transport Statement refers to Manor Community Primary School; which has a catchment area of 1/2 mile. Officers consider that the use of this school as the travel mode share is suitable due to the similar location and the fact that the school is well established, provides representative data. Information submitted on the catchment area of the school shows that the proposed pupils live within close proximity of the school and will be able to travel to the school sustainably. The Trust has engaged with KCC Transport Innovations and the Travel Plan Monitoring Officer, which has shown the level of commitment the school already has for sustainable travel.

### Travel Plan

The Travel Plan (TP) for the school is of high importance to ensure the 70% target of pupils walking, cycling and scooting to school is met; as well as 30% of staff travelling in the same way. An Action Plan should be submitted to demonstrate how the targets will be met and what measures can be implemented to achieve the targets. The Travel Plan will then be reviewed and improved if necessary, with KCC and the Transport Coordinator once the school is in operation and data is available.

### Transport Review Group

Officers note that there is a Transport Review Group (TRG) for the wider site, responsible for monitoring traffic generation associated with the development. If traffic generation exceeds the targets which the site as a whole is limited to, then there are measures in place for the TRG to use to help address the trip generation. Officers would expect the Trust to liaise with the Travel Plan Co-ordinator for the site. KCC are a voting party to the TRG and would be able to raise any ongoing concerns associated with transport in this forum.

Having considered the development proposals and the effect on the highway network, officers raise no objection on behalf of the local highway authority subject to conditions being imposed to ensure that the Construction Management Plan is implemented, the Travel Plan is reviewed and the cycle and scooter parking is provided on the site.

*Officer Comment: Conditions have been recommended to ensure compliance with the Construction Management Plan, to secure an updated Travel Plan and a Parking Management Plan.*



5.6 Kent County Council Heritage (13.5.20)

The Heritage officer agrees that the school site has already been archaeologically investigated and therefore there is no need for further archaeological fieldwork in relation to this proposal.

The officer notes that the primary school lies in an area where an important Late Upper Palaeolithic site was discovered, and interpretation of this site and the other archaeological remains found at the Ebbsfleet Green development should be provided at the school site.

5.7 Swanscombe & Greenhithe Town Council (1.5.20)

No observations.

5.8 Environment Agency (4.5.20)

The Environment Agency raise no objection to the development or any additional requirements with regards land contamination and drainage for the school site. It is accepted that some site wide remedial activities were carried out on the site prior to all development. Additional detailed assessments were required as each phase was developed to ensure safe development for the specific use envisaged on individual plots or phases. The submitted supporting information addresses this requirement and it is agreed that no further remedial works are required for the school site. Drainage provision is to connect to the wider site drainage under the agreed master plan and drainage design for the whole development.

5.9 Southern Water (8.5.20)

No objection

5.10 Natural England (22.4.20)

No comments

5.11 KCC Public Rights of Way (29.4.20)

The proposed development is not expected to have a significant impact on Public Footpath DS20. No objection is raised to the proposal, provided the Public Right of Way is not obstructed by the development.

5.12 No responses were received from the following consultees:

- Kent Police Crime Prevention Design Advisor
- Kent County Council Education/Libraries
- UK Power Networks
- National Grid Plant Protection
- Southern Gas
- Kent Fire and Rescue Services
- Swanscombe and Greenhithe Residents Association
- County Fire Safety Officer

**6.0 PLANNING POLICY**

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

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

Dartford Borough Local Development Framework – Core Strategy (2011)

- Policy CS1: Spatial Pattern of Development
- Policy CS4: Ebbsfleet to Stone Priority Area
- Policy CS5: Ebbsfleet Valley Strategic Site
- Policy CS14: Green Space
- Policy CS15: Managing Transport Demand
- Policy CS21: Community Services
- Policy CS23: Minimising Carbon Emissions
- Policy CS25: Water Management
- Policy CS26: Delivery & Implementation

Development Policies Local Plan and Policies Map (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 DP11: Sustainable Technology and Construction
- Policy DP21: Securing Community Facilities
- Policy DP25: Nature Conservation and Enhancement

**OTHER RELEVANT GUIDANCE**

National Planning Policy Framework and Guidance

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

DCLG Policy Statement Planning for Schools Development 2011

- 6.5 The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools. The following principles should apply:
- There should be a presumption in favour of the development of state-funded schools.
  - Local Authorities should give full consideration to the importance of enabling the development of state-funded schools in their planning decisions.
  - Local Authorities should make full use of their planning powers to support state-funded applications.

- Local Authorities should only impose conditions that clearly and demonstrably meet the tests.
- Local Authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible.

#### Supplementary Planning Guidance

6.6 Dartford Borough Council has adopted several 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

#### Ebbsfleet Development Corporation Implementation Framework

6.7 Ebbsfleet Development Corporation 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.

#### Design for Ebbsfleet Guidance

6.8 Ebbsfleet Development Corporation has published non-statutory design guidance to inform the planning process and design development on sites across the Garden City.

#### Ebbsfleet Garden City Sustainable Travel Strategy

6.9 Ebbsfleet Development Corporation has published non-statutory guidance setting out its approach to Sustainable Travel across strategic sites within the Garden City and includes parking standards.

### **7.0 PLANNING APPRAISAL**

#### Main Issues

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

#### Principle of Development

7.2 Paragraph 94 of the NPPF highlights the importance of having sufficient choice of school places available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meet this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- b) work with schools' promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

7.3 Core Strategy Policy CS21 seeks to ensure that community needs for services are provided in an appropriate location and in a timely and effective way. Community services

should be provided as part of major development proposals, where provision is needed to meet the generated demand.

- 7.4 The provision of a two-form entry primary school together with nursery provision has already been established by the granting of outline planning permission in March 2014. However, it remains necessary for this application to demonstrate that the scheme is acceptable in planning terms, and that it accords with the strategies and documents of the outline planning permission.
- 7.5 The principle of this development fits within the established vision for the wider site and reflects the detail of the outline permission. Therefore, subject to a detailed assessment of scheme-specific issues the principle of a primary school on the site is acceptable and in line with the Development Plan.

### Siting

- 7.6 Consideration in respect of layout includes how buildings, routes and open spaces within the development are provided, situated and orientated to each other and buildings and spaces outside the development.
- 7.7 The outline planning permission and S106 legal agreement identified and secured a 2.05-hectare site for the delivery of the new 2FE primary school. The site is bounded on its northern and western boundaries by an embankment and residential development. The eastern boundary is framed by open space, which has several high voltage overhead powerlines and the southern boundary is framed by a village green, with a loop road and a site secured for the future delivery of a community hub. The open nature of the school site and changes in level mean that the site is highly visible from several key views.
- 7.8 Initial designs for the school building took a standardised approach, in accordance with guidelines for mainstream schools i.e. Building Bulletin 103 & 104 published by the Department for Education and the Education Funding Agency. Early designs sought to deliver a linear building to the south of the site. The fall across the site did not favour a building footprint following an east-west axis as it would result in significant land retention adjacent to the southern and eastern site boundaries circa 3 metres. Connecting into the existing below ground surface and foul water drainage infrastructure would also prove problematic and would require the installation of pumping chambers as a gravity-fed connection would not be feasible.
- 7.9 In addition to the above site constraints, it was essential to consider the design and operational priorities of the Maritime Academy Trust. One of the Trust's key priorities was to optimise land to the north of the site and to provide opportunities for external learning i.e. allotments and outdoor teaching spaces.
- 7.10 As part of the pre-application process the initial school proposals were presented to an independent Design Forum which made several key recommendations, some of the key points included:
- The school could create a community heart, through inclusive arrival sequences, welcoming presentation and considerate connections to neighbouring amenities such as the pub, village green and community centre.
  - A landscape architect needs to be appointed; the site and landscape design should enhance and form an integral part of the architecture, supporting the school's learning ethos. Uses such as play, outdoor learning and sports should be incorporated clearly.
  - An alternative form, mass, position and orientation of the school building, which maximises daylight, views and relationship to landscaped places, and reduces the

risk of overheating and glare, should be considered. A 'courtyard' arrangement should be explored.

- Detailed thermal modelling and daylight analysis are required to inform the design process providing light, energy-efficient and comfortable internal environments.
- The treatment and composition of elevations should be informed by orientation, with window proportions and solar shading developed through environmental considerations.

7.11 A review of the detailed recommendations resulted in the design team further exploring the siting and configuration of the building to respond to challenges caused by site topography and to address the impacts of excessive solar gain on the south-facing façade. In doing so a 'courtyard' concept was investigated and found to be better suited to the site topography, providing a reasonably level plateau on which to site the building, eliminating the need for land retention and mitigating excessive cut and fill groundworks.

7.12 The building now proposed would be located to the south west of the site and would have a U-shaped footprint, providing greater variety in internal and external teaching spaces. The new configuration allows the building to better address all views of the site, as well as providing an improved separation distance between the school building and the high voltage overhead power lines which run along the eastern boundary of the site and represents a significant improvement on initial layouts.

7.13 The siting of the building is considered acceptable and adequately balances the requirement for a safe and active pedestrian entrance to reinforce the community use of the village green with the operational and functional requirements of the school.

#### Massing & Built Form

7.14 The NPPF sets out the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It identifies good design as being a key aspect of sustainable development, creating better places in which to live and work and helping make the development acceptable to communities (paragraph 124).

7.15 Having established an acceptable site layout, it is necessary to consider details of the design of the building including its scale, massing and internal and external configuration. The outline planning permission approved a number of parameter plans which established development limits, including land uses and open space, in addition to appropriate building heights. In relation to the proposed school, building heights of up to 2-storeys were identified. It is considered that the 2 -storey scale of the of the proposed school would be appropriate and in keeping with the surrounding context and development.

7.16 The school building layout is simple, logical and legible, and is structured around three wings that frame an east-facing courtyard. A fourth element, an entrance canopy, conjoins the school hall wing and the rest of the building and provides a setting for an entrance plaza in the south-west corner of the site. The main entrance to the school is marked by a large decorative canopy, with a series of apertures, filled with differing colours. This feature would project different coloured shadows across the west facing elevation and onto the plaza throughout the day. The feature is a welcomed addition and would add visual interest and colour to the relatively simple building. The canopy and plaza space effectively help to reinforce the creation of a community hub around the village green, by providing an area of public realm for parents and children to congregate and interact.

7.17 The southernmost wing which is orientated east to the west would contain the school hall and associated kitchen, dining and storage facilities. Additionally, a dedicated SEN dining space would be provided, with direct access to the central courtyard. The double height school hall has been differentiated from the other two wings through the incorporation of a 'saw-tooth' roof profile, which assists in creating a more distinctive and memorable building

facing onto the entrance plaza. This is further enhanced using three distinct feature windows on the southern elevation. Feature cladding and glazing has been used at ground floor level to break up the massing and to add variety. Officers had sought additional glazing on the western elevation of the hall, however the Trust have requested that windows be omitted from this elevation, as it would compromise their proposed use of the internal space. On balance, the main hall is acceptable in design terms and would more than adequately facilitate the needs of the school and community user groups.

- 7.18 The western and northern wings of the school building would contain the teaching and administrative facilities, distributed over two floors. Both teaching wings share the same architectural language, with consistent rooflines, architectural elements, façade articulation and materiality. The general circulation between the wings uses two corridors forming an L-shape, with stair cores at the end of each.
- 7.19 The internal configuration allows for individual year group classes to be clustered, with younger children on the ground floor (with direct access to external spaces) and older children on the first floor. Although the buildings layout has improved, the internal school design has followed a standardised approach, with classrooms sized in accordance with the requirements set out in Building Bulletin 103 and corridors not very generously sized. Through officer negotiation improvements have been made, with the addition of glazing at the ends of corridors, a rooflight and sun pipes. Full height glazed panels have been added to the sides of classroom entrance doors, which are also glazed, to allow natural light through classrooms into common corridors and to allow visual interaction between spaces. Although not the preferred solution, the additional opportunities for natural light and ventilation will significantly improve these circulation spaces.
- 7.20 At ground floor, a large foyer/exhibition/library space would connect the west wing to the main hall. The entrance of the school has been deliberately designed to be welcoming to the wider community as well as providing an opportunity to showcase pupils' outcomes, encourage self-directed learning and offer an informal meeting space for children and parents.
- 7.21 The integration of the entrance foyer with the library and resource space is unconventional, however, supports the schools' pedagogical approach. The space has been designed to offer flexibility and assists in separating the teaching spaces from the main hall, enabling its use independently from the rest of the school, particularly outside of school hours. Officers had asked the design team to explore options for the relocation of a plant room proposed along the eastern wall of this space, which would have enabled a visual connection directly through to the courtyard space. Options were explored, however were ruled out due to the impact on the layout and financial constraints. The exhibition space is, well thought out and will provide a pleasant environment for students and visitors alike.
- 7.22 The building has been arranged to group common operational spaces and facilities. The admin cluster has been located adjacent to the main entrance foyer and would be served by a secure corridor that brings together the general office, staff workrooms and a leadership office. The nursery is proposed adjacent to the administrative cluster and would operate as a self-contained unit with a separate means of access and operating hours. The nursery would be afforded a dedicated entrance via a footpath off the main entrance plaza. The nursey facilities would include toilets, a hygiene room, a group working room, a lobby and a dedicated outdoor play space. Officers have raised concerns with the size of the nursery's dedicated outdoor space; however, the space is compliant with sizing requirements and the Trust are comfortable that it would meet their needs.
- 7.23 The school would have a Specialist Resource Based provision for up to 15 pupils whose primary barrier to learning is a diagnosis of Autism Spectrum Disorder. At the request of the Trust, the specialist resource provision has been split across both floors of the school to ensure a sense of inclusion with the mainstream KS1 and KS2 year groups. The careful

integration of the specialist support provision across the years is well-considered and will hopefully be a strength of the school. The ground floor Specialist Resource Provision would include a therapy room, resource base, hygiene room and sensory room and would be located with an easterly aspect with direct access onto the central courtyard.

- 7.24 In the northern wing, at ground floor, KS1 classrooms are proposed, with frontages and direct access onto the playing fields to the north or the central courtyard to the south. Pairs of classrooms for each year group are afforded toilets and cloakrooms accessed directly from classrooms. A further 7 classrooms are proposed on the first floor for (KS2) junior pupils, in addition to a food technology room, studio space, sensory room, Special Resource Provision and staff room. Unlike the ground floor, the corridors are interrupted by a series of small breakout group spaces. These have been deliberately designed to support parallel teaching and to offer specialist and personalised support as part of the norm. The variation in teaching spaces and variety of breakout spaces is a welcomed addition to the design.
- 7.25 With regard to accessibility, the proposed external levels have eliminated the need for stepped and ramped access at the building's entrance and within the site. All external doors would incorporate level access thresholds to ensure transition into and out of the building. The main entrance door would be automated. Access to the first floor for users would be made via a passenger lift located within one of the stairwells on each storey. Refuge points and an escape stair landing have been provided on the first floor. Independent wheelchair accessible toilets have been provided on each floor of the building, with an additional enlarged WC/shower on the ground floor.
- 7.26 The internal configuration of classrooms has at times resulted in blank external walls with no fenestration or articulation, mainly on the northern and eastern elevations of the building, which front onto areas of hard play. The design team have been in discussions with the Trust who welcome the opportunity to develop designs for these areas. These spaces have been earmarked as 'activity walls' and may, for example include timber framing mounted externally to the façade for bug hotels or be used to showcase artwork such as murals. The blank façades also offer opportunities for more facilities to support outdoor play. It should be noted that any future installation would fall beyond the scope and funding for the initial build.
- 7.27 A simple palette of materials has been selected for the building with an emphasis on longevity and robustness. A palette of light buff brickwork and weatherboarding would be utilised as the primary materials. Projecting aluminium box-window frames would be used on key elevations to create visual interest. The use of weatherboarding on the eastern elevation facing into the courtyard is supported and helps to break up the reading of the school as a series of buildings rather than one single building, when viewed from the linear park to the east. In the interest of ensuring the acceptable appearance and durability of the selected materials, a condition has been recommended to secure further details and samples of all materials to be used on the building.
- 7.28 Officers have attempted to secure a further layer of architectural detailing on the building and improvements to circulation spaces, however budgetary constraints have prevented this. On balance, it is considered that the layout and facilities provided would offer a variety of flexible teaching spaces and facilities for all users and are therefore considered to be acceptable.

#### Access

- 7.29 Matters relating to access include consideration of the accessibility to and within the site for vehicles, cycles and pedestrians in terms of positioning and treatment of access and circulation routes, and how these fit into the surrounding access network.

- 7.30 The NPPF encourages the provision of safe and secure layouts, which minimise conflicts between traffic, cyclists and pedestrians. Policy DP4 of the DDPP requires that layouts should promote walking, cycling and public transport through the provision of attractive and safe routes, which address the needs of all users.
- 7.31 The outline permission established two principal accesses into the wider Ebbsfleet Green site, the northern and southern site entrances (via Southfleet Road). Both entrances are connected via a central spine road (Ackers Drive), which loops through the site and acts as the primary distributor road. The alignment of the spine road was established by the site wide masterplan and secured via a series of infrastructure and reserved matters applications and is now fixed.
- 7.32 A loop road arrangement off Ackers Drive has been constructed as part of the wider development and lies to the south of the school site. It is proposed that vehicular access to the school site will be achieved via this loop road arrangement in addition to a vehicle crossover which leads to the school car park.
- 7.33 Pedestrian access to the school and nursery is proposed via a new public plaza to the south of the site or via a secondary footpath to the west of the school entrance. At the request of highways officers, consideration was given to an additional pedestrian access along the northern site boundary. This option was ruled out by the design team due to challenges around negating level differences, costs and safeguarding concerns.
- 7.34 Large delivery vehicles, coaches and refuse collection vehicles would utilise the access loop and park to the front of the school, when servicing or collecting/dropping off. Smaller delivery vehicles would be able to utilise a dedicated delivery bay in the staff car park.
- 7.35 The school would be provided with space for waste and recycling storage in a dedicated store to the south of the building, adjacent to the car park. A condition has been recommended (condition 12) to secure details of the final design and its delivery prior to the first occupation of the school. The school will be responsible for managing serving and will seek to time deliveries outside of network peak hours and when they will have the least impact upon neighbouring sites.
- 7.36 Emergency vehicles will be able to access the school site via the loop road, with fire tender parking on the plaza at the frontage of the building. From this location, the fire tender would be able to access 15% of the building perimeter in compliance with the policy on fire and rescue service vehicle access. The application is accompanied by vehicular tracking drawings demonstrating that large vehicles would be able to manoeuvre the space.

#### Car Parking

- 7.37 Ebbsfleet Development Corporation has developed a Garden City wide Sustainable Travel Strategy. The requirements provide a robust level of parking that balances the needs of Ebbsfleet's residents without undermining the viability of city-wide high-frequency public transport, or the adoption of walking and cycling for shorter journeys. Ebbsfleet's parking requirements have been developed from recent parking surveys of existing villages in the Ebbsfleet area. The surveys revealed a general oversupply of parking on these sites. Ebbsfleet's villages have all been master-planned to ensure most homes are within 5 minutes' walk of a local primary school.
- 7.38 In addition to parking standards the following principles are promoted within the document;
- A public plaza in front of the school entrance with generous seating provision for waiting parents.
  - Generous, covered and secure cycle hub that is highly prominent at the main entrance, capable of accommodating cycles and scooters.



- Drop-off facilities/pupil car parking should be avoided within the school site or located remotely from the school entrance to promote better air quality and student safety at entrances.
- Provide generous footpaths leading to all pupil entrances, with robust street furniture and street trees/planting on approach roads to prevent informal parking around the entrance area.
- All school Trust's operating within Ebbsfleet will be expected to implement a School Travel Plan, to discourage car use, and promote walking and cycling.

7.39 In accordance with the Ebbsfleet Sustainable Travel Strategy the following parking provision is required:

<b>Ebbsfleet Development Corporations Sustainable Travel Strategy – Car Parking Requirements</b>		
	<b>Employees</b>	<b>Pupils/Visitors/Clients</b>
<b>Primary School</b>	<i>1 space per 18 pupils</i>	<i>1 space per 2.4 classes</i>
Requirement	23.3 spaces	5.8 spaces
<b>Nursery</b>	<i>1 space per 2.4 staff</i>	<i>1 space per 4.8 children</i>
Requirement	2 spaces	5.4 spaces
<b>Total Requirement: 36.5 spaces</b>		

7.40 The proposed car park provides a total of 40 parking spaces, made up of 26no. staff spaces, 10no. standard visitor spaces, 3no. disabled (visitor) spaces and 1no. delivery bay. Two of the visitor spaces would be afforded active electric vehicle charging points. The level of parking meets with the proposed demand, but also allows for the promotion of sustainable modes of transport.

7.41 Disabled parking is also outlined in the Ebbsfleet Sustainable Travel standards where it is stipulated that car parks with 40 to 200 spaces should provide three designated mobility-impaired spaces or six per cent of the total capacity, whichever is greater. The proposals will provide three designated disabled bays, which is deemed to be an adequate provision.

#### Cycle Parking

7.42 Policies DP2 and DP4 of Dartford's Development Policies Plan promotes the prioritisation of walking, cycling and public transport through clear linkages and permeability. To encourage sustainable development, the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

7.43 In accordance with the DBC Parking Standards a minimum of two cycle parking spaces per classroom are required. In the interest of promoting sustainable forms of transport the school would provide 28 scooter parking spaces in addition to the 28no. cycle parking spaces required by the standards, in two dedicated cycle stores. A condition has been recommended (condition 12) to secure the detailed design of the cycle stores and their delivery when the school opens.

#### Drop-off & Pickup

7.44 Core Strategy Policy CS15 refers to 'Managing Transport Demand' with the goal being 'to reduce the need to travel, minimise car use and make the most effective use of the transport network'. Dartford's Development Policies Plan Policy DP3 refers to the transport impacts of development and states that development will only be permitted if it is

appropriately located and makes suitable provision to minimise and manage the arising transport impacts, in line with Core Strategy policy CS15.

- 7.45 The Maritime Academy Trust is committed to sustainability and the health of their pupils and aspire to have 70% of students walking, cycling/scooting to school. Early in the design process the Trust highlighted the importance of minimising traffic near to the school at peak times (school pick up and drop) in the interest of safety, health and to create a more pleasant school environment. The Trust has therefore opted to restrict parents from dropping off pupils in vehicles near to the school site. All staff and parents will be made aware of the restrictions on parking/drop-off prior to joining the school. The use of the car park will be limited to staff, visitors, pupils with mobility impairments and smaller service vehicles. The entrance to the car park will be open for staff to enter and exit as necessary throughout the day, however, will be gated and secured overnight.
- 7.46 To assist in restricting vehicular access to the school site, retractable bollards would be installed on the entrance to the loop road (off Ackers Drive) and just after the crossover provided to the school car park. The bollards would be utilised during the morning and afternoon peak, however, not throughout the rest of the school day. A Traffic Regulation Order will allow for deliveries to stop and unload on the loop, albeit this loop would only be utilised by larger vehicles such as refuse vehicles, large delivery vehicles and coaches. Smaller delivery vehicles would be able to utilise the staff/visitor car park for deliveries, with the provision of a dedicated delivery bay.
- 7.47 It should be noted that the bollards would not be in place upon first occupation of the school, as the TRO and bollard installation would only come into effect once the highway has been adopted by Kent County Council.
- 7.48 It is recognised that not all pupils attending the school will be from the Ebbsfleet Green site or the immediate vicinity and therefore a parking provision will be required for pupils coming from further afield who may need to drive to the school. The Trust has negotiated the use of the Marston's public house/hotel car park in the south-eastern corner of the development site, to be used as an alternative drop off area.
- 7.49 A parking survey has been completed at the hotel/pub car park to demonstrate that there is an adequate provision of parking to accommodate pick up and drop off of pupils. Traffic surveys between the hours of 07:00 to 09:00 and 14:30 to 18:30 were undertaken. The results of the survey demonstrate that the maximum parking demand for the car park during the morning peak hours was 7:00 when there were 45 vehicles parked and 82 available parking spaces. It is noted that the school will open at 07:45 for breakfast clubs. The results of the survey demonstrate that between the hours of 07:15 and 07:45 there were between 90 and 96 available parking spaces. This is deemed adequate, with approximately 5% of pupils expected to attend the breakfast club.
- 7.50 The school day formally starts at 09:00, with pupils being able to access the school grounds from 08:30 onwards. The results of the survey demonstrate that during 08:00 and 09:00 approximately 96 to 104 parking spaces were available. The trip assessment shows that there would be 130 arrivals in the morning peak hour, 25 of which will be associated with staff who will park in the school car park. There would, therefore, be a demand for 105 parking spaces in the morning peak hour. Given the likely high turnover of vehicles, it is considered that there is adequate parking to accommodate the parking demand in the morning peak hour.
- 7.51 During the afternoon peak hours the maximum parking demand was at 18:30 when there were 67 vehicles parked and 60 available parking spaces. It is noted that the school finishes at 15:30. It was demonstrated that between 15:00 to 15:30 there were 102 to 109 parking spaces available. The trip assessment demonstrates that there would be 100

arrivals in the afternoon peak hour. It is therefore considered that there is adequate parking to accommodate the parking demand in the afternoon peak hour.

- 7.52 After school clubs run until 18:00 and therefore it is expected that parents are likely to start arriving between 17:30 and 18:00 to pick up pupils. The results of the survey demonstrate that during this time there would be between 68 to 75 available spaces. It is therefore considered that there is adequate parking to accommodate the parking demand.
- 7.53 During drop off and pick up times, pupils will be met by members of staff at the car park. A walking bus will be routed westbound on Ackers Drive and then routed northbound via a footpath directly to the south of the school site. The route is approximately 400 metres in length and will take approximately five minutes by foot. The Trust will oversee, monitor and ensure that the drop off is operating safely and efficiently.
- 7.54 A letter of comfort has been provided by the hotel confirming that they are happy for the school to make use of the car park. It is however accepted that an alternative plan must be in place if this car park cannot be used for any reason. Should at any time the car park be at capacity or unavailable for use by the school, the pickup and drop off on the loop road off Ackers Drive will be utilised, this is, however, a fallback position for the school. A condition has been recommended (condition 13) to secure a Parking Management Plan. An additional condition has been recommended requiring the submission of an updated Travel Plan once the school has opened.
- 7.55 In summary, subject to safeguards and controls to ensure safe access and the approval of a Parking Management Plan and Travel Plan to encourage sustainable travel modes, the proposed development is acceptable in transport terms, including the provision of acceptable vehicular and pedestrian access arrangements.

#### Landscaping

- 7.56 The landscape proposals have been developed with the site security strategy to create defined zones of public and private spaces, with public areas to the front of the school (south-west corner) and private, behind the secure line. The landscape strategy seeks to create an informal plaza at the front of the school which is welcoming to both pupils, parents and visitors to encourage social interaction. The plaza will be mostly hard landscaped using robust materials that require little maintenance.
- 7.57 The initial design concept for the (secured) outdoor landscape strategy has evolved from the Trusts aspirations to maximise opportunities for external learning. The private external spaces of the site seek to create several 'unique' learning areas, including a natural play woodland, growing allotment, a dipping pond and outdoor learning pergola. The wildlife area proposed to the north-east of the site would be planted to create a natural wildlife habitat. The 'dipping' pond would not only serve as a learning resource but would also serve as a means of groundwater attenuation. An area to the south-east of the site has been identified as the future location of a vegetable patch/ allotment which will be developed by the school to encourage pupils to grow produce and to support the 'Edible Ebbsfleet' project.
- 7.58 In addition to these more informal areas, more formal recreational areas are proposed. The land to the north of the school would be used for the school's junior size grass playing field. A fenced asphalt surface games court is also proposed for sporting activities at the centre of the site.
- 7.59 External play areas directly adjacent to the school (hard surfaced) would be delivered in accordance with school design guidance. The nursery would be afforded 78 sqm of external play space, reception classrooms would be afforded 180 sqm and KS1/KS2 1080 sqm. The proposed areas of playground to the west (for the nurse) and the north of the

building comprises of a relatively narrow areas of hard surfacing. Although in line with area guidelines for school design, its size is rather limiting for year-round use. The Trust and design team have reviewed these areas and are satisfied that the space is sufficient for their purposes.

- 7.60 In terms of boundary treatments, a 2-meter-high weldmesh fence would be provided around the entirety of the site (below Ackers Drive). An existing post and rail fence along Ackers Drive would be retained. An additional 1.2m high anti-trap bow top railing fence would be used to secure the school car park.
- 7.61 Although the Trust has great aspirations for the school grounds and landscaping, budgetary restrictions have limited the deliverability of the proposals. The 2L plants currently proposed across the site, low planting densities and trees sizes specified (10-12cm girth) would have a limited impact for the first few years of occupation. The current planting proposals would offer little screening of the weldmesh fencing and would do little to limit views into the site, particularly from the east (linear park). Officers have requested several further amendments to the landscaping proposals to improve the planting quality and to ensure that the recommendations in the ecology report are carried through to the landscape proposals.
- 7.62 Although disappointing, on balance the proposals are acceptable subject to the amendments sought by officers. While the landscape strategy will not be immediately impactful, it will offer a variety of learning spaces in the long term and will fulfil the Trust's aspirations for more external learning opportunities. The proposals are considered to be acceptable subject to the imposition of the landscaping conditions.

#### Biodiversity and Ecology

- 7.63 The NPPF states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity (paragraph 170). Adopted CS Policy CS12 supports proposals that conserve, enhance and promote biodiversity to ensure no net loss of biodiversity within the Borough.
- 7.64 A Biodiversity Report has been submitted to support the application. The Ecology officer agrees that there is no requirement for additional specific species surveys to be carried out, however would like to see the recommendations regarding badgers and breeding birds demonstrated within the application.
- 7.65 The ecology report has made several recommendations to enhance the site, including the use of native planting, shelter and food resource for breeding birds and small mammals and bug hotels. In addition, there is a requirement for the landscape management plan to demonstrate that the habitats/features will be appropriately managed. Subject to the above details being secured the Ecology officer raises no objection to the proposals.

#### Residential Amenity

- 7.66 Core Strategy Policy CS19 states that new development will be located, designed and constructed to safeguard the amenity of neighbouring properties and avoid adverse environmental impacts from noise, air, odour and light pollution. It is also necessary to consider the appropriateness of the existing environment for the proposed development.
- 7.67 In considering the impacts on residential amenity it is relevant to note that Ebbsfleet Green has been master-planned based on a primary school on the proposed site. The nearest neighbouring residential properties are in phases 3 and 4, to the west and north of the school. Both phases are currently under construction. Properties in these phases directly

front onto Ackers Drive and will have direct views of the wider school site. Although highly visible, the modest two-story nature of the building is not considered to be overbearing and would not result in direct overlooking. The revised U-shaped layout of the building will offer greater screening to outdoor play areas and activity spaces, for the closest neighbouring properties.

- 7.68 A lighting statement has been submitted with the application which details the external lighting proposed to illuminate pedestrian walkways, the plaza to the front of the school and the staff car park. The statement also sets out the style and specification of the luminaires proposed. Officers have raised concerns with the placement of the luminaires around the perimeter of the building which appear to bear no relation to the exit/entrance points. The design uses luminaires which, while seemingly suitable have larger lumen packages than required, which in places has resulted in a design that is over lit. A condition has therefore been recommended to secure revised lighting details for the scheme.
- 7.69 The application is accompanied by an Environmental Noise Assessment to ensure a suitable teaching environment for students, as well as ensuring that there are no unacceptable impacts on the amenity of neighbouring properties. The report findings indicate that whilst construction of the wider site is ongoing, classrooms located to the west of the school may require some noise attenuation. The building may therefore be ventilated through a combination of restricted openable windows, an attenuated façade or mechanical ventilation, dependent on the phase of construction of the surrounding residential dwellings and the location of rooms on the building's façade. The assessment will guide the detailed design of the building to ensure that the stipulated ambient noise levels are achieved.
- 7.70 An environmental noise impact assessment has also been conducted regarding the breakout of noise from MUGA and sports areas on the surrounding residents. For the school, the relative change in noise level was found to have only a 'slight' impact following correction for hours of operation and as a result, no mitigation measures are required. It should be noted that the Environmental Health Officer has raised not objected to the proposals and agrees with the findings of the report.
- 7.71 The application indicates that a roof mounted plant would be located on the west wing of the of the proposed building, which would be directly overlooked by neighbouring properties. A condition has been recommended to secure details of any external plant, to ensure that it would not result in harm to residential amenity.
- 7.72 The application is accompanied by a Construction Management Plan (CMP) and Environmental Management Plan (EMP), with the aim of identifying environmental issues associated with the site and the procedures that will be used to manage and minimise disturbance during the construction phase. The school site is currently contained within the confines of the Redrow construction site. The CMP sets out that Kier construction access will be limited to the northern section of Ackers Drive, via the existing Redrow construction site entrance. Despite areas of the housing development having been occupied the predicted traffic generation associated with the school construction works have been identified as being limited.
- 7.73 The Construction Management Plan has been developed with due regard to Redrow's approved Construction Management Plan for the with wider site as well as the limits on construction hours set out within the outline planning permission. Redrow will maintain responsibility for road cleaning, however wheel washing facilities will be provided at the exit from the school site to minimise mud being transferred onto Ackers Drive.
- 7.74 A number of mitigation measures are to be implemented to minimise effects of construction traffic movements these include, but are not limited to, the restriction of materials deliveries to off-peak travel periods, a gateman to supervise vehicles entering and leaving the site,

construction operative parking within the site to prevent on street parking and appropriate directional signage. A planning condition has been recommended to ensure adherence to these documents.

- 7.75 It is therefore concluded that subject to the safeguards to be imposed through planning condition, the proposed school would not harm neighbouring amenity during the construction phase or once the school opens.

#### Flood Risk and Drainage

- 7.76 Core Strategy Policy CS18 expects development proposals to reduce the overall local risk of flooding and demonstrate that they are adequately defended and safe over their lifetime. Adopted CS Policy CS19 seeks proposals to build in resilience to the effects of climate change, including flood risk.
- 7.77 A drainage strategy has been developed for the site and accompanies the application. The strategy has been designed in accordance with the NPPF and accompanying guidance and technical standards for SuDS whilst also having regard to the relevant site-wide strategy and Flood Risk Assessments approved at the outline stage.
- 7.78 The strategy will utilise underground cellular attenuation to hold runoff while treatment will be provided by a number of different SuDS features, including permeable paving, a pond (which will also be used as a dipping pond), swales, bio-retention tree pits and filter drains. Storage requirements have been calculated having regard to the proposed layout, ground conditions and agreed discharge rate, ensuring that flood risk on and off site is appropriately mitigated whilst following SuDS principles. The foul water from the development will be disposed of via a piped connection to the wider network. KCC Flood Management officers have raised no objection to the proposals and are satisfied that the design does not increase the risk of flooding. Officers have requested that a condition be imposed requiring the submission of a verification report, demonstrating the suitable modelled operation of the drainage system once installed.

#### Sustainability

- 7.79 The NPPF sets out the key role planning plays in delivering reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The NPPF also notes that planning supports the delivery of renewable and low carbon energy and associated infrastructure.
- 7.80 Dartford Borough Council Core Strategy Policy CS23 requires all new development to demonstrate that reductions in energy use through passive design and layout of development have been explored and applied, where practical. Non-residential development over 1,000 square meters gross floorspace should meet BREEAM Excellent.
- 7.81 Condition 9 of the outline planning permission requires the approved masterplan and reserved matters approvals to substantially accord with the approved Sustainable Development Strategy (December 2013) which sets out sustainability targets for the site. The strategy requires the school to achieve a BREEAM 'Very Good' rating. The application is accompanied by a BREEAM Preliminary Assessment which confirms that the proposed design currently achieves a 65% score, which equates to a 'Very Good' BREEAM rating. When allowing for the recommended 3-5% buffer to account for the preliminary stage of assessment and potential for targeted credits not to be achieved as the design develops, this means that a 'Very Good' rating is deliverable. It should be noted that a minimum score of 70% is required to achieve a BREEAM 'Excellent' rating.
- 7.82 Having reviewed the assessment officers requested that the design team explore if any additional credits could be achieved. The applicant has confirmed that changes made to

the building design throughout the pre-application process have placed increased strain upon the project budget and that as many credits as achievable within the site constraints and available budget have been targeted.

- 7.83 The proposed school building design has adopted the 'Steps to Low Carbon' type methodology – 'Lean, Clean, Green' – to reduce energy demand as far as possible. Energy efficiency measures include improved U-values of the external envelope and glazing, improved air tightness, energy efficient lighting with intelligent controls, use of variable speed pumps, fans and drives to match supply and demand and use of heat recovery to mechanical ventilation systems would be adopted.
- 7.84 On balance, the proposals are in line with the Sustainable Development Strategy for the site and are considered to be acceptable. A condition (condition 15) has been recommended to ensure that the BREEAM 'Very Good' accreditation is achieved once the building has been completed.

#### Heritage

- 7.85 Investigation of archaeological potential at the Ebbsfleet Green site has already been examined in association with conditions 10 and 11 of the outline planning permission and the Historic Environment Framework. The applicant has submitted a letter confirming that the school site has been fully archaeologically investigated and recorded and therefore no further archaeological mitigation is required. The heritage officer agrees with the applicants' view that there is no need for further archaeological fieldwork in relation to the proposals.
- 7.86 The primary school lies in an area where an important Late Upper Palaeolithic site was discovered. The S106 Legal Agreement requires the developer of the wider site to incorporate heritage components within the site through the Public Art Strategy or by making provision for a permanent or semi-permanent heritage display or exhibition. Discussions have been ongoing between the Trust and the developer to provide a heritage display in the entrance of the school building. If a semi-permanent display is not secured in the school, it will be delivered in one of the community buildings due to come forward on the site.

#### Community Use Facilities

- 7.87 The Maritime Academy Trust is keen for Ebbsfleet Green Primary School's premises to be used for the benefit of the whole community. The Trust have submitted a Community Use Agreement and Lettings Policy, which outlines how the main hall will be made available to residents and groups during evenings and on weekends. Providing there are no conflicting school activities, the school premises will be available from 6 pm on weekdays and during weekends. The school car park will be made available to parties hiring the hall; however, sustainable forms of transport will be encouraged. Further amendments are required to the Community Use Agreement and a condition has been imposed to secure an updated document.

#### Crime Prevention

- 7.88 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 follow these principles in creating a safe and secure environment.

### **8.0 FINANCIAL CONSIDERATIONS**

- 8.1 Whilst this is not material to the decision, financial benefits will accrue to the area if permission is granted. The Government wishes to ensure that the decision-making process

for major applications is as transparent as possible so that local communities are more aware of the financial benefits that development can bring to their area. In this area the following benefits to the public purse accrue from development - New Homes Bonus and Council Tax for new dwellings that the school will serve.

## **9.0 HUMAN RIGHTS**

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

## **10.0 PUBLIC SECTOR EQUALITY DUTY**

- 10.1 In determining this application, regard has been had to the Public Sector Equality Duty (PSED) as set down in section 149 of the Equality Act 2010, in particular with regard to the need to –

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. It is considered that the application proposals would not undermine the objectives of the Duty.

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

## **11.0 RECOMMENDATIONS AND CONCLUSIONS**

- 11.1 The principle of a primary school on the application site accords with the approved Ebbsfleet Green masterplan and vision for the development. The application has undergone extensive negotiation and revisions to achieve design improvements. The proposals will not result in harm to the amenity of existing or future residents, the environment or the transport network and will create a mixed and balanced new community. The development would be in accordance with the Development Plan for the Borough and there are no material considerations of enough weight that would dictate that the application should nevertheless be refused.

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