

Reference: EDC/18/0170

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

Proposal: Submission of Reserved Matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 20, 26, 36 and 43 of the outline planning permission EDC/16/0045 for Phase 2c development of 126 residential units (C3) and including details of streets, buildings, structures, materials, open space, landscaping, car parking, noise and drainage.

Applicant: Redrow Homes Limited

Parish / Ward: Ebbsfleet

OVERVIEW:

This application relates to land 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 126 dwellings, comprising of 1 and 2-bedroom apartments, all of which comply the Nationally Described Space Standards. The proposals include 47 affordable homes (including five wheelchair accessible dwellings), ensuring that the overall site-wide affordable housing provision is complied with. The application represents the last phase of residential development on this multi-phased site and forms the village centre character area, identified in the masterplan as the site's highest density area.

Extensive negotiations have taken place over the past two years to secure improvements to the scheme at the pre-application and post submission stages. Much of the design guidance provided by officers has been based on best practice, industry recognised design tools and the EDC's (non-statutory) design guidance, specifically the Design for Ebbsfleet Character Guide and Ebbsfleet Sustainable Travel Strategy. In addition, the scheme has been subject to an independent review by the EDC Design Review Forum, where the applicant was provided with impartial design advice. Through negotiations, officers have secured improvements to the layout to reduce the dominance of parking, the provision of electric vehicle charging points and an improved landscaping approach.

It is considered that Phase 2c residential development has been designed having due regard to the constraints and requirements of the site. The proposals generally accord with the principles and parameters established by the outline planning permission and adopted planning policies. The proposals would provide an acceptable level of amenity for users, without having a detrimental impact on the character of the area, ecology, flood risk or traffic and highway safety.

On balance, when the scheme is considered holistically, the design outcomes are considered to be acceptable and the application is therefore recommended for approval subject to the imposition of the conditions below, the securing of a contribution towards the Strategic Access Management and Monitoring Strategy (SAMMS) and approval of the Phase 2c Affordable Housing Strategy.

RECOMMENDATION:

Approval, subject to the following:

- (i) The applicant entering a deed of planning obligation under s106 of the Town and Country Planning Act 1990 (as amended) to make a £2,102.94 financial contribution (£16.69 per dwelling) to the Strategic Access Management and Monitoring Strategy (SAMMS);
- (ii) Approval of the Phase 2c Affordable Housing Strategy; and
- (iii) Imposition of the following planning conditions and informatives with delegated authority to the Chief Planning Officer to make minor changes to the wording.

CONDITIONS

Time

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

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

Approved Plans

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

Layout Drawings

- 3777/2c/p01c Site Location Plan
- 3777/2c/p02e Boundary Plan
- 3777/2c/p03g Site Layout Plan
- 3777/2c/p04e Phase 2c Masterplan
- 3777/2c/p05f Flat Types (Ground Level)
- 3777/2c/p06f Flat Types (Upper Levels)
- 3777/2c/p07f Tenure Plan (Ground Level)
- 3777/2c/p08f Tenure Plan (Upper Levels)
- 3777/2c/p09e Parking Plan
- 3777/2c/p10e Heights Plan
- 3777/2c/p11e Boundary Treatments
- 3777/2c/p12e Public Spaces
- 3777/2c/p13f Materials
- 3777/2c/p15e NDA
- 3777/2c/p17e Contours Plan

- 3777/2c/p18f Lighting Plan
- 3777/2c/p19c Electric Charging Points

Apartment Drawings

- 3777/2c/p20e Block A- Ground and First Floor Plans
- 3777/2c/p21e Block A- Second and Third Floor Plans
- 3777/2c/p22e Block A- Roof Plan
- 3777/2c/p23e Block A- Elevations
- 3777/2c/p24f Block B- Ground Floor Plan
- 3777/2c/p25f Block B- First Floor Plan
- 3777/2c/p26f Block B- Second Floor Plan
- 3777/2c/p27f Block B- Third Floor Plan
- 3777/2c/p28f Block B- Fourth Floor Plan
- 3777/2c/p29f Block B- Roof Plan
- 3777/2c/p30d Block B- Elevations
- 3777/2c/p31d Block C- Ground and First Floor Plans
- 3777/2c/p32b Block C- Second and Third Floor Plans
- 3777/2c/p33b Block C- Fourth Floor Plan and Roof Plan
- 3777/2c/p34b Block C- Elevations
- 3777/2c/p35b Block D- Ground and First Floor Plans
- 3777/2c/p36b Block D- Second and Third Floor Plans
- 3777/2c/p37b Block D- Roof Plan
- 3777/2c/p38b Block D- Elevations
- 3777/2c/p39b Street Scenes
- 3777/2c/p40c Street Scenes and Height Parameters
- 3777/2c/p41b Wheelchair Unit
- 3777/2c/p42b Wheelchair Unit- Bathroom and Kitchen
- 3777/2c/p43a Typical Balcony and Window Details
- 3777/2c/p44a Street Access to Ground Floor Units
- 3777/2c/p45 Southeast View
- 3777/2c/p46 Southwest View
- 3777/2c/p49b Street Scenes
- 3777/2c/p50 No Build Zone Plan
- 3777/2c/p51 Façade Details
- 3777/2c/p52 Site Sections
- 3777/2c/p53 Car Parking Louvre Details
- 3777/2c/p54 Shadow Analysis
- 3777/2c/p55 Separation Distances

Landscape Plans

- EFG-ET-ALL-ZZ-DR-L-0200-P4 - Ebbsfleet Green Phase 2c Landscape Masterplan
- EFG-ET-ALL-ZZ-DR-L-0300 Rev 2 – Ebbsfleet Green North East Corner Sectional Elevations 1
- EFG-ET-ALL-ZZ-DR-L-0301 Rev 1 – Ebbsfleet Green North East Corner Sectional Elevations 2
- 15472_2 Rev J - Ebbsfleet Green Phase 2c Landscape Proposals
- 17846 Rev D - Ebbsfleet Green Phase 2c MUGA Layout and Specification

Highways

- 70053453-SK-0001 Rev P03 - Refuse Tracking
- 70053453-SK-0002 Rev P03 – Fire Tender Tracking
- 0053453-SK-0004 Rev P03 – Site Layout Geometry

Other

- Phase 2c Development Drainage Statement (December 2020)
- Drainage Data 1 in 1,30 + 100 YR RP +30CC
- Drainage Data 1 in 100 YR RP
- Assessment of Foundation Solutions on Controlled Waters (Dated December 2015) prepared by RSK

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

Prior to Commencement of Development

3. Notwithstanding the details submitted with the application, no development shall take place until details of the finished site levels, construction details for all boundary and retaining walls (as well as details of the measures used to make them safe) and finished slab levels for the buildings 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 - To ensure the satisfactory appearance of the development and to enable it to be monitored in accordance with Policy DP2 of the Dartford Development Policies Plan.

4. No development shall take place until details of all proposed underground works, including the exact location and routing of all lighting cable runs, electric vehicle charging ducting and drainage features have been submitted to, and approved in writing by, the Local Planning Authority. In locations where tree pits will be installed over cellular drainage crates, cross sectional drawings shall be submitted demonstrating that a minimum depth cover of 2 meters will be provided, the required root barriers installed, and suitable infill material utilised. The works shall be carried out in accordance with approved details.

Reason - To ensure that planting on the site is not adversely affected by any underground works in accordance with Policy DP2 and DP8 of the Dartford Development Policies Plan.

5. Notwithstanding the details submitted with the application, no development shall take place until details of the gradients of both the north-south path between the footway to the MUGA and the road within the development and the east-west footway between the MUGA and the planting/retaining wall to the northern car park have been submitted to, and approved in writing by, the Local Planning Authority. Gradients should be no greater than 1:20. Where this gradient is not achievable, the paths should be considered to be a ramp, and should be designed accordingly. The development shall be carried out in accordance with the approved details.

Reason - To ensure reasonable access for people with disabilities and a satisfactory relationship between the various components of the development, in accordance with Policies DP2 and DP4 of the Dartford Development Policies Plan.

Prior to Development Above Foundation Level

6. No development above foundation level shall take place until details and samples of the materials to be used for the following elements have been submitted to and

approved in writing by the Local Planning Authority. The details shall substantially accord with the approved drawings and shall include the following:

- a) External surfaces of the buildings including facing brickwork, vents, roofing, cladding, undercroft car park enclosures and windows;
- b) Balconies and balustrades including soffits;
- c) Architectural detailing including soldier courses, any pulled/recessed brickwork and brick patterning;
- d) External rainwater goods;
- e) External residential front doors and service doors;
- f) Entrance canopies; and
- g) External service/meter boxes.

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

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

7. No development above foundation level shall take place until details and samples of all hard-surfacing materials to be used in the external finishes of all roads, footpaths, external steps and parking areas have been submitted to and approved in writing by the Local Planning Authority. For all resin bound and gravel surfacing, construction drawings including final levels and details of the edge restraint shall be provided. The development shall be carried out in accordance with the approved details.

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

8. No development above foundation level shall take place until details of the design and materials of all boundary treatments including brick boundaries, retaining walls, gates, and railings have been submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be installed in accordance with the approved details before first occupation of the relevant building and shall thereafter be retained.

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

9. No development above foundation level shall take place until details of the proposed active electric vehicle charging points serving 24 no. electric vehicle parking spaces, as shown and annotated on Drawing No. 3777/2c/p19c (Electric Charging Points), has been submitted to and approved in writing by the Local Planning Authority. The approved active and passive electric vehicle charging provision shall thereafter be installed prior to first use of the parking spaces to which they relate and, unless otherwise agreed in writing by the Local Planning Authority, shall be retained at all times.

Reason - To ensure that provision is made for the parking and charging of electrically powered cars and mobility scooters in accordance with Policy DP1 of the Dartford Development Policies Plan.

10. Notwithstanding the details submitted with the application, no development above

foundation level shall take place until a revised Sustainability Strategy showing carbon saving calculations which are based upon the approved schedule of residential development and verifying the conclusions reached in respect of the use of photovoltaic technology has been submitted to, and approved in writing by, the Local Planning Authority. The details shall show the locations for the use of photovoltaic panels on the site.

Reason - To ensure the sustainable development of the site in accordance with the aims of Policy CS19 of the Dartford Borough Councils Core Strategy September 2011.

11. No development above foundation level shall take place until details of the proposed photovoltaic panels to be installed on the apartment blocks, as identified in the revised Sustainability Strategy, has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include the appearance, form and technical specification of the photovoltaic panels. The photovoltaic panels shall be installed in accordance with the approved details prior to first occupation of the building to which they relate.

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

Prior to First Occupation

12. No dwelling hereby approved shall be occupied until a Car Parking Management Plan for the site has been submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall include:

- (i) Details of how parking spaces would be allocated and managed;
- (ii) Arrangements for the management and maintenance of electric vehicle charging points; and
- (iii) A programme of implementation and monitoring of the car parking provision to be reviewed as necessary for the lifetime of the development.

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

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

13. No dwelling hereby approved shall be occupied until details of the cycle storage racks to be installed in the dedicated stores of each apartment block have been submitted to, and approved in writing by, the Local Planning Authority. The cycle storage facilities shall be constructed, furnished and made available for use prior to the relevant apartment block first being occupied, and shall thereafter be retained and kept available for use by the residents at all times.

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

14. No dwelling hereby approved shall be occupied until a Verification Report pertaining to the 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. 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; and, the submission of an operation and maintenance manual for the sustainable drainage scheme as constructed.

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.

15. No dwelling hereby approved shall be occupied until the area shown on the approved layout as vehicle parking space and any turning areas to serve it has been provided, surfaced, demarcated and drained. Thereafter it shall be kept available for such use and no permanent development, whether permitted by the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to the reserved parking and turning areas.

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

16. No dwelling hereby approved shall be occupied until the following details of the outdoor amenity areas and play space shown on the approved Landscape Masterplan drawing no. EFG-ET-ALL-ZZ-DR-L-0200-P4 have been submitted to and approved in writing by the Local Planning Authority:

- (a) All feature seating, arches, planters, communal cycle stands; and
- (b) All play equipment, including details of the locations, materials, safety zone extents and any associated surfacing.

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

Reason - To ensure that inviting and accessible communal open space is provided for residents of the development in accordance with Policy DP8 of the Dartford Development Policies Plan.

17. No dwelling hereby approved shall be occupied until the outstanding details set out in condition 19 of Outline Planning consent EDC/16/0045 have been submitted to and approved in writing by the Local Planning Authority:

- (a) External lighting (not street lighting) including bollard lighting, external lighting to buildings, feature up lighting and lighting to undercroft parking areas; and
- (b) Details of how television signal receivers would be delivered on a shared basis.

The development shall thereafter be implemented in accordance with the approved details prior to the occupation of the relevant part of the development.

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

18. Prior to first occupation, all accesses shown on the submitted plans and hereby approved, shall be completed, and thereafter maintained. Visibility splays at the internal accesses shall be provided and permanently maintained as shown on drawing no. 70053453-SK-0004 Rev P03. There shall be no obstruction to visibility splays over 0.6 metres above carriageway level.

Reason – To provide adequate visibility for drivers entering or leaving the site and to ensure the safety of pedestrians and vehicles in accordance with Policy DP4 of the Dartford Development Policies Plan.

19. The private and communal refuse storage areas for the dwellings hereby approved, as shown on the approved plans, shall be constructed, furnished, and made available for use prior to relevant apartment block being occupied. The communal refuse storage areas shall thereafter be retained and kept available for use by the residents at all times.

Reason - In the interest of residential amenity in accordance with Policy DP2 of the Dartford Development Policies Plan.

20. The scheme of soft landscaping shown on the approved plans shall be carried out in the first planting season following the relevant part/building first being brought into use and thereafter maintained in accordance with the approved Ebbsfleet Green Phase 2c Landscape Management Plan Rev B (December 2020) prepared by TCL. 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 Policy DP2 of the Dartford Development Policies Plan.

Compliance

21. The development hereby approved shall be constructed in accordance with the recommended mitigation measures contained within the Noise Assessment dated December 2020 prepared by WSP. The mitigation measures shall be implemented prior to the occupation of the relevant dwelling and thereafter maintained at all times.

Reason - To ensure adequate living conditions for future occupants of the development in accordance with Policy DP5 of the Dartford Development Policies Plan.

22. All units hereby approved shall be designed and constructed in accordance with Building Regulations Part M4(2), with the exception of Plots 744, 745, 749, 750, 753 as indicated on the plan numbers 3777/p2c/32b and 3777/p2c/33b which shall be designed and constructed in accordance with Building Regulations Part M4(3)(2)(b).

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

INFORMATIVES:

1. POSITIVE AND CREATIVE APPROACH TO DECISION-TAKING

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

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

2. ADDITIONAL DOCUMENTS

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

- Phase 2c Planning Statement (November 2020) prepared by GL Hearn
- Design and Access Statement (Issue 16) (December 2020) prepared by GDM
- Ebbsfleet Green Phase 2c Sustainability Strategy (December 2020) prepared by WSP
- Phase 2c Transport Note (November 2020) prepared by WSP
- Sunlight and Daylight Report (December 2020) prepared by GL Hearn
- Foundation Report (December 2015) prepared by RSK
- SAMMS Contribution Letter dated 8th December 2020
- Phase 2c - Nationally Described Space Standards Schedule of Accommodation
- Van Parking Survey, prepared by WSP
- Ebbsfleet Green Response to Bean Van Parking Survey, prepared by WSP
- Ebbsfleet Green Phase 2c Landscape Management Plan Rev B (December 2020) prepared by TCL
- Phase 2c Noise Assessment (December 2020) prepared by WSP
- Phase 2c Stage 1 Road Safety Audit (September 2020) prepared by Acorns Projects Limited

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. NAMING AND NUMBERING

As a result of the changes to this property, it appears that a change has to be made to the national property gazetteer. It is a legal requirement that a property or premises is registered. The Naming and Numbering Certificate, when issued, would reduce location or delivery problems via Royal Mail or other carriers, and importantly for the Police, Ambulance, and Fire & Rescue services. Registration is also necessary to register to vote, for utility connections, and would avoid duplicate

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

6. 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.

7. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

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

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

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

8. UTILITIES

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

9. THAMES WATER

Thames Water advise that there are water mains crossing, or close to the development. Thames Water does not permit building over, or construction within 3m of water mains. If planning significant works near mains (within 3m) Thames Water will need to check that development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services they provide in any other way.

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read the Thames Water guide 'working near our assets' to ensure your workings are in line with the necessary processes that will need to be followed if considering working above or near pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further

10. SIGNAGE

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

1.0 SITE CONTEXT AND BACKGROUND

1.1 The application site lies within the wider Ebbsfleet Green development. Dartford Borough Council granted outline planning permission in March 2014, for the redevelopment of the site to create a new community with a mix of uses. All matters were reserved for subsequent detailed approval, except for the means of access, which approved junctions with Southfleet Road. The permission is subject to over 60 planning conditions and a Section 106 Legal Agreement.

1.2 The outline permission approved the following land uses for the Ebbsfleet Green site:

- Up to 950 residential dwellings in a mix of houses/flats;
- Primary school and associated open space (2.05ha);
- Community Hall (358 sqm);
- Neighbourhood food store (339 sqm);
- Up to 5,000sq m hotel with conferencing and leisure facilities;
- Pub and family restaurant (920 sqm);
- Public open space (no less than 30% of the site) including a 3G 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).

Parameter Plans & Master Plan

1.3 The outline planning permission is broken 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 Reserved Matters application submissions. These parameters established design principles, including plans for land use, open space, movement and building heights. The approved parameter plans underpin the site-wide Masterplan.

1.4 It is important to note that the parameter plans do not absolutely 'fix' matters of detailed design and that deviations from those plans may be accepted under the Reserved Matters applications where the deviations do not substantially alter, or are incompatible with, the outline planning permission and where the impacts do not result in significant harm to the local area.

Site History and Surrounding Sites

1.5 The wider site is bounded to the south by the A2, and to the east by the B259 Southfleet Road. The DS20 Public Right of Way runs along the western and northern boundaries of the site. In broad terms, the wider site boundaries extend to approximately 38.0

hectares (ha). The site lies to the southeast of Eastern Quarry (Whitecliffe), which is the subject of a separate large residential led mixed-use development.

- 1.6 The site previously comprised of 3 electrical sub-stations, which have now been decommissioned, with the remainder of the site last in arable use. Electricity pylons on the site stand at approximately 50 meters in height and run through the centre of the site (N-S). As part of the works approved under the earlier infrastructure applications, consent has been granted for works to enable the early delivery of the northern and southern sections of the central spine road, the formation of a noise bund along the A2 corridor and extensive 'cut and fill' earthworks which have significantly altered levels across the site.
- 1.7 The outline planning permission permits development of up to 950 dwellings on the site. Detailed consent has already been granted for 783 dwellings under separate reserved matters applications, with a significant number of these units now occupied or under construction. In addition to residential development, detailed consent has been granted for a public house/restaurant, 104-bed hotel, office floorspace and a local convenience store, all of which are now operational. In accordance with the s106 Legal Agreement the sites owner (Redrow) has provided the land and a financial contribution to Kent County Council for delivery of a two-form entry primary school with early years provision. Consent has been granted for the school and at the time of writing this report, construction of the school is underway with the aim of admitting its first pupils in September 2021.

Site Description

- 1.8 The application site is situated in the centre of the development and covers an area of approximately 3.34 acres. The site is bordered to the far north by the future primary school site. To the northwest of the phase is a site safeguarded by the s106 Legal Agreement for a community building to be delivered prior to the first occupation of 700 dwellings and a 1000 sqm neighbourhood play space (NEAP) to be delivered prior to first occupation of 600 dwellings. It should be noted that details of the NEAP were initially submitted as part of the Phase 2c proposals, but were removed and will instead be designed and delivered alongside the proposals for the community building and the neighbouring village green.
- 1.9 The site is bordered to the east by a linear park that runs through the centre of the wider site (north to south) and houses several drainage basins as well as high voltage overhead powerlines and associated pylons. The central spine road (Ackers Drive) and Phase 2a residential development borders the site to the south. The eastern boundary is framed by Ackers Drive and Phase 3 residential development which is currently under construction. The application site has already been cleared and levelled to provide a development platform, in accordance with previously approved infrastructure applications.

Proposal

- 1.10 Reserved matters approval is sought for phase 2c development consisting of 126 no. 1 and 2-bed apartments, associated internal access roads, parking, landscaping and a Multi-Use Games Area (MUGA). The phase would provide 79 no. private and 47no. affordable units. The development would be delivered via four apart blocks, with building heights ranging between 3-5 storeys. The flat blocks have been arranged on the site to create an enclosed environment which reinforces the street scene of the spine road frontage and creates pockets of spaces between buildings to conceal car parking and to provide semi-private amenity areas.

- 1.11 The scheme proposes a total of 139 car parking spaces, which includes five accessible spaces, twenty visitor spaces, two van spaces and two car club spaces. The proposals include a combination of active (i.e. available for use) and passive (i.e. future-proofed) provision for electric vehicle charging. Secure cycle parking is proposed for all residential units in the form of dedicated cycle stores in each of the apartment blocks.
- 1.12 It should be noted that the application was initially submitted in November 2018 and has been subject to a number of revisions as EDC officers did not support early proposals. A revised scheme was formally resubmitted in August 2020 and has also been subject to further changes to improve design quality. Throughout the application process, EDC officers have adopted several tools to aid in progressing the scheme, these include design meetings, informal committee presentations and an independent Building for Life Review. Most significantly, the scheme was presented to Ebbsfleet Development Corporations Independent Design Review Forum, where the applicant was provided with impartial design advice.
- 1.13 In addition to providing details of the reserved matters, this submission seeks approval for the following:
- Surface water drainage scheme;
 - Noise attenuation and mitigation measures; and
 - An assessment of the impact on groundwater in relation to piling and foundations requiring excavation.

2.0 RELEVANT PLANNING HISTORY

- 2.1 **DA/05/00308/OUT** Redevelopment of the site comprising a mixed-use of up to 950 dwellings and non-residential floor space for shopping, food and drink, hotel use; community, health, education and cultural uses; assembly and leisure facilities and associated works to provide the development.
Approved with Conditions and S106, 31 March 2014
- 2.2 **14/01517/ECREM** Submission of Reserved matters in respect of Phase 1 Infrastructure Works pursuant to Conditions 2,19,21,22 and 32 of outline planning permission DA/05/00308/OUT inclusive of northern and southern sections of spine road, site levels, hard and soft landscaping (excluding Phase 1 residential area), indicative street and parkland lighting, local play area, associated earth works and noise bund (amended plans for spine road, site levels, cut and fill, sections).
Approved with Conditions, 24th December 2015
- 2.3 **15/01001/ECREM** Submission of reserved matters of siting, design, external appearance and landscaping pursuant to conditions 2,19,20,21,22,26, and 43 of outline planning permission DA/05/00308/OUT for Phase 1 development of 180 residential units including details of streets, buildings and structures, car parking areas, open spaces, materials, noise mitigation and drainage.
Approved with Conditions, 21st January 2016
- 2.4 **EDC/16/0045** Application for variation of condition 3 attached to outline

planning permission reference no. DA/05/00308/OUT relating to parameter plans.
Approved, 11th August 2017

- 2.5 **EDC/16/0039** Application for approval of conditions 4, 12 and 14 attached to outline planning permission reference no. EDC/16/0045 relating to changes to the landscape and open space strategy, transport strategy, Masterplan & phasing strategy.
Approved, 11th August 2017
- 2.6 **EDC/16/0083** Submission of Reserved Matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 1 development of 74 residential units (C3) and local shop (339 sqm) including details of streets, buildings and structures, materials, landscaping, car parking, noise and drainage.
Approved Subject to Conditions, 11th August 2017
- 2.7 **EDC/16/0113** Submission of Reserved Matters of siting, design, external appearance and landscaping, pursuant to conditions 2, 19, 20, 26, 36 and 43 of outline planning permission EDC/16/0045 for Phase 2 development of 191 residential units including details of streets, buildings and structures, materials, open space, car parking, noise and drainage.
Approved Subject to Conditions, 11th August 2017
- 2.8 **EDC/16/0117** Submission of Reserved Matters of siting, design, external appearance and landscaping pursuant to conditions 2, 19, 20, 21, 26 and 35 of outline planning permission EDC/16/0045 for the erection of a public house/restaurant, hotel, associated residential accommodation, car parking, landscaping and ancillary works.
Approved Subject to Conditions, 11th August 2017
- 2.9 **EDC/17/0003** Application for the variation of condition 2 and removal of condition 7 attached to planning permission reference no. EDC/15/01001/ECREM for submission of reserved matters of siting, design, external appearance and landscaping pursuant to conditions 2, 19, 20, 21, 22, 26 and 43 of outline planning permission EDC/16/0045 for Phase 1 development of 180 residential units including details of streets, buildings and structures, car parking areas, open spaces, materials, noise mitigation and drainage (Amended description)(Amended plans); to change house typologies with alterations to design incorporating a feature ragstone wall, including signage and steps, relocation of affordable housing plots and changes relating to parking, materials, enclosures, massing, occupancy and street scenes.
Approved Subject to Conditions, 17th August 2017
- 2.10 **EDC/17/0135** Submission of Reserved Matters of siting, design, external appearance and landscaping pursuant to Conditions 2, 19, 26, 36 and 43 of outline planning permission EDC/16/0045 for

Phase 3 development of 205 residential units (C3) and including details of streets, buildings and structures, materials, open space, landscaping, car parking, noise and drainage.
Approved Subject to Conditions, 15 May 2018

- 2.11 **EDC/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.
- 2.12 **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.
- 2.13 **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.
- 2.14 **EDC/19/0221** Application for the approval of reserved matters (siting, design, external appearance and landscaping) pursuant to conditions 2 and 19 of outline planning permission reference EDC/16/0045 for the erection of 2 no. dwellings.
Awaiting decision.

3.0 PUBLICITY

- 3.1 The application has been subject to several iterations since its initial submission in November 2018 and has therefore been subject to a number of rounds of consultation. Neighbour notification letters have been sent to over 150 local addresses. The proposal was advertised on site via 4 no. notices and publication in a local newspaper as a Major Development proposal.

Neighbour letter expiry date: 1/12/20

Site notice expiry date: 1/12/20

Press notice expiry date: 3/12/20

- 3.2 The application was also publicised on the Ebbsfleet Development Corporation weekly planning list.

4.0 REPRESENTATIONS

- 4.1 At the time of publishing this report no representations in support or objection of the application had been received.

5.0 CONSULTATION RESPONSES

- 5.1 The following organisations have been consulted on the application:

Bean Parish Council
Bean Residents Association
Swanscombe and Greenhithe Residents Association
Swanscombe and Greenhithe Town Council
Dartford Borough Council Planning
Dartford Borough Council Housing
Dartford Borough Council Environmental Health
Kent County Council Education/Libraries
Kent County Council Ecology
Kent County Council Lead Local Flood Authority
Kent County Council Highways and Transportation
Kent County Council Archaeology
Environment Agency
Kent Fire & Rescue Service
Kent Police Crime Prevention Officer
National Grid Plant Protection
UK Power Networks
Southern Gas Networks
Southern Water
Thames Water
Sport England

The following responses have been received and summarised as follows:

5.2 Bean Residents Association

(1.7.19) Bean Residents Association (BRA) are surprised that KCC is willing to override the Dartford Borough Council Parking Standards SPD, as they have no comparable data of their own and are not the authority that would act on problems. The submitted Parking Technical Note (dated May 2019) fails to cater for growth in car ownership from the initial occupants to larger family units. Data provided by BRA has been ignored because it covers a 'Rural Area' whilst (for parking calculations) the Garden City is a new 'Urban Development'. The proposed departure is not accompanied by a Parking Management Plan with a commitment to Annual Parking Surveys. If EDC are minded to allow a shortfall in parking spaces, it should be made clear that it applies to Phase 2c comprised entirely of 3 and 4-storey flats.

Officer comment: It should be noted that Bean Residents Association comments centre largely on the scheme's application of Dartford Borough Councils Parking Standards. Revised proposals for the scheme now adopt Ebbsfleet Development Corporation's Parking guidance as set out in the EDC's Sustainable Travel Strategy which advocates for a significantly lower parking provision.

(5.12.18) Bean Residents Association object to the application as it fails to comply with the DBC Parking SPD. The Technical Note (dated October 2018) states, "SPD

guidance seeks 140 car parking spaces for residents, 35 spaces for visitors and 12 spaces for vans. This is a total requirement for 187 spaces. The proposed parking provision is representative of only 78% of the SPD requirement. An allowance of only 1 car parking space per flat is inadequate and the omission of 11 Visitor spaces would lead to further on-road parking.

The submitted Technical Note uses untypical sites to justify the omission of 6 Van spaces. BRA carried out a survey of vans (28 January 2018) which covered three streets with a total of 280 dwellings, including 5 blocks of flats, in various tenures. The survey found 59 vans or similar commercial vehicles. Of these 21 were on driveways, 12 in resident's car parking areas and 26 were parked in the road. Therefore, providing 1 Van space per 10 dwellings is not excessive on new local developments.

5.3 Swanscombe & Greenhithe Town Council

(23.11.20) No observations.

(3.9.20) No observations.

(28.2.19) Swanscombe and Greenhithe Town Council object to the application. The submitted Parking Technical Note has tried to reduce the importance of the Dartford Borough Council Parking Standards SPD (2012). The Town Council note from previous applications that Dartford Borough Council state that the SPD should be adhered to unless firm justification is provided for lower provision. Parking surveys have been included with the application as justification however, this is a new development and the Town Council consider that the parking patterns are not yet established. The application ignores WSP's document, "Residential Car Parking Research," for the Department for Communities and Local Government which predicts a rise in car ownership up to 2036.

The predicted demand for this development could change over the next five, ten or twenty years. Ingress Park (Greenhithe), is an example of this as, in many ways, the developments are similar. Kent County Council decided there was no demand for the proposed school originally part of the Ingress Park development, but now, due to the demand, additional classes have been added to two local schools. Likewise, with parking, early residents tended to commute by public transport but now many are working locally and travel by car. Families have started to grow and the demand for a second family car has increased. There is also the added demand for visitor parking spaces for child carers. The situation in Ingress Park regarding parking and traffic management has reached such a point that it is the most common item for residents' complaints. The Town Council also have concerns that the amenity spaces proposed with the application are not of a sufficiently high standard.

(29.11.18) Swanscombe and Greenhithe Town Council objects to the application due to a lack of appropriate parking provision. The applicant indicates that the Dartford Borough Council Parking Standards show a requirement for 186 parking spaces, but they have proposed only 146. The Town Council are also disappointed that there does not appear to be any provision for the charging of electric vehicles.

Officer comment: It should be noted that the Town Council's earlier comments centred largely on the scheme's application of Dartford Borough Councils Parking Standards. Revised proposals for the scheme now adopt Ebbsfleet Development Corporation's Parking guidance as set out in the EDC's Sustainable Travel Strategy which advocates a much lower parking provision. The scheme now includes both active and passive

provision for the charging of electric vehicles and the reduction in parking numbers on the site has enabled the inclusion of semi-private amenity space for residents.

5.4 Dartford Borough Council Planning/ Environmental Health Officer

(18.12.20) Dartford Borough Council have no additional comments to those previously made with regards to parking. The Council's Environmental Health department have confirmed no objection to the proposals and the noise assessment submitted.

(30.10.20) No further observations.

(2.7.19) The Council does not object to the revisions to this scheme but considers the advice provided previously and the provision of TRO's still to be relevant. The Council's Environmental Health Department was consulted and have raised no objection to the proposals.

(4.3.19) The Borough Council do not object to the principle of the proposed development. With regard to parking, it is noted that revisions have been made to parking details and the improved parking ratio is welcomed. If the proposed parking level is accepted, it should be subject to the provision of parking management and/or TRO's to control parking within the development should the parking provision prove to be insufficient. The revisions to the scheme have overcome concerns previously raised by the Environmental Health Department.

(10.12.18) The Borough Council do not object to the principle of the proposed development. As noted in the response from Swanscombe and Greenhithe Town Council, there is a significant shortfall in relation to parking provision. The SPD should be adhered to unless firm justification is provided for a lower provision. It is noted that the applicant has submitted parking survey information but is unclear when this was undertaken and therefore whether it is representative. Officers note that Bean Residents Association have also submitted survey data which shows that the parking requirements should be met.

It is for the EDC to consider whether the submitted information provides sufficient justification but it is noted that the parking provision is significantly below guidance levels and there is a concern that acceptance of this level of parking would set a precedent for other development in the vicinity. Accepting a shortfall of parking provision needs to be considered in conjunction with issues around the likely problems that would occur if the level provided proves to be insufficient. Therefore, if the proposed parking level is accepted, this should be subject to the provision of parking management and/or TRO's to control parking within the development.

The Borough Council note that the majority of the areas that are shown as 'open space' appear to be largely providing a setting for and landscaping around buildings rather than providing useable open space.

Environmental Health officers (EHO) have raised concerns regarding the proximity of the play area and multi-use games area to the affordable housing. The noise from the use of play areas has not been adequately characterised to reflect the perceived level of intrusion. An open window does not attenuate frequencies equally and may result in some characteristics of noise from sports activities and children playing being very noticeable in habitable rooms.

Officer Comment: It should be noted that significant changes have been made to the layout and design of the phase since early comments were provided by the Borough

Council. Amendments to the configuration of apartment blocks on the site have set back residential development away from the MUGA and play areas.

Most significantly, the EDC has adopted the use of the Ebbsfleet Sustainable Travel Strategy which sets out residential parking standards for development across the Garden City, derived from recent parking surveys undertaken within Ebbsfleet and aligned with Ebbsfleet's city-wide Transport Strategy, rather than the figures set out within Dartford Borough Council's Parking Standards Supplementary Planning Document. Although the parking provision aligns with the Ebbsfleet Sustainable Travel Strategy, officers note comments raised with regards to the need for a Parking Management Plan and review mechanisms for dealing with any parking issues should they arise. A condition has therefore been recommended to secure a Parking Management Plan.

The main route through the site would be a private road owned and maintained by the applicant and would not be offered for adoption. Should any significant issues arise with regards to antisocial parking on the Phase 2c site or the surrounding streets, the Transport Review Group (TRG) established by the s106 Legal Agreement to review sitewide related Transport issues would need to carefully consider the best measures for addressing any problems. Members of the TRG include representatives from the Local Planning Authority, Highways Authority (KCC) and Redrow (the applicant).

5.5. Dartford Borough Council Housing Officer

(5.1.21) Dartford Borough Council officers are pleased to note that the submitted Affordable Housing Strategy report confirms that the deficit of affordable housing units from previous phases is being addressed in this phase. The Council's housing manager would like to draw the applicant's attention to the fact that the Allocations Policy was updated in October 2019. In terms of Nominations, officers would like to see reference to the provider entering into a formal nominations agreement with the council, not just referring to the Allocations' policy to ensure that the Borough gets 100% nominations on first lets.

Officer comment: As required by the outline planning permission (condition 18), the applicant has submitted an affordable housing strategy for the Phase 2c site, via a separate application (EDC/18/0164). The applicant has confirmed that the principle of the affordable housing provider entering into a Nominations Agreement is acceptable.

5.6 Environment Agency

(15.12.20) EA officers raise no objections to the drainage proposals for this phase. The application indicated all drainage would link into existing agreed surface water and foul drainage which leads off-site to appropriate discharge points.

(10.12.20) The EA's Groundwater and Contaminated Land Specialists have reviewed the RSK Piling Risk Assessment Report and consider its findings to be satisfactory for the whole site and have no further requirements for this specific site, given the setting, depth to Groundwater, remedial works undertaken and proposed foundations types.

(16.11.20) EA officers agreed the drainage design for the development at the outline stage, however if the layout or drainage plans have changed significantly with the addition of further units, officers would need to review this. An updated drainage strategy has not been submitted and officers are unable to comment further at this stage.

(13.2.19) No additional observations.

(27.11.18) The proposed drainage systems for this phase links into existing site-wide drainage already approved in outline therefore officers accept these proposals in line with the agreed strategy.

5.7 Kent County Council Ecology

(30.11.20) Officers have reviewed the information submitted with this planning application and can advise that no further ecological information is required before determination of the application. The Phase 2c application site is not located within an area which provides the habitat for the protected species mitigation (agreed at the outline planning permission stage). The site is adjacent to the central linear park which provides some ecological connectivity and the plans demonstrate that a native species hedgerow is to be planted on the boundary between Phase 2c and the linear park.

The revised layout demonstrates that the majority of the eastern boundary has native hedgerow and the only exceptions are the area adjacent to the car parking area to the south and the southern corner which has ornamental planting. Ideally, the native species hedgerow would run along the whole of the eastern boundary, but officers understand that there may be other landscaping reasons for ornamental planting being proposed. Also, there is an area of dense scrub proposed within the northeast of the site and wildflower meadow within the southeast of the site which if managed appropriately are likely to benefit wildlife by providing feeding and nesting opportunities.

Officers would encourage areas of hedgerow/scrub that are not adjacent to the car parking areas to have reduced management to support the connectivity of species through the site. Officers recommend that the top and sides of the hedgerows/scrub not directly adjacent to the car parking areas are cut less frequently – e.g. once every 1-3 years.

Officer comment: The applicant has updated the Landscape Management Plan to reflect the recommendations highlighted by the ecology officer regarding the maintenance of hedgerows/scrub.

5.8 Kent County Council Heritage

(12.1.21) KCC have no comment to make in relation to archaeological matters for this application.

(20.12.18) KCC have no comments to make concerning archaeological matters on this site.

5.9 Kent County Council Lead Local Flood Authority

(8.1.21) Following the submission of additional information, KCC advises that they are now satisfied with the proposed drainage design and as such raise no objection to the determination of the reserved matters or the discharge of condition 43. KCC has requested that a condition be imposed securing a Verification Report, demonstrating the suitable modelled operation of the drainage system.

Officer comment: In accordance with the KCC's comments, a condition has been recommended to secure a Verification Report.

(30.11.20) KCC officers concerns expressed in the response dated 4th September relating to a lack of information are still outstanding and the objection remains.

(4.9.20) KCC officers can find no updated drainage strategy and therefore cannot be certain that the increase in impermeable areas associated with more housing units does not increase the risk of flooding and can therefore not recommend approval. As part of an updated drainage strategy, the applicant would need to demonstrate that the proposal complies with the impermeable area originally considered as part of the Ebbsfleet Green development drainage strategy and that the discharge rates and volumes from the site for all events do not exceed that originally designed for. Should it be the case that those areas and rates for the site are above that found in the Ebbsfleet Green development drainage strategy then attenuation would be required on-site and this could require the layout design to be altered to accommodate this.

(27.6.19) KCC officers have no further comments to make on the proposals to those previously made.

(1.3.19) KCC as Lead Local Flood Authority has reviewed the submitted information and have no objection to the determination of the reserved matters application, relative to surface water, for conditions 19 and 43.

(10.12.18) KCC as Lead Local Flood Authority raises no objection to the determination of the reserved matters application relative to surface water, for conditions 19 and 43.

5.10 Kent County Council Highways and Transportation

(5.1.21) KCC officer comments dated 23rd November 2020 referred to the lack of visibility splays within the internal layout. Drawing 70053453-SK-0004 Rev P03 has now been provided and officers would suggest that this plan is conditioned to ensure the splays are secured. All additional matters highlighted in the preceding response are still applicable.

(23.11.20) KCC as Highway Authority note that the internal road through the parcel would remain in private ownership and would not be adopted by the Highway Authority. The geometry of the road alignment is designed to Kent Design Guide parameters and is considered sufficient for the proposals. There is a lack of visibility splays plans for the internal arrangement. Officers would expect visibility splays of 25 metres by 2 metres by 25 metres to be provided at the access points within the internal layout, as the design speed is 20 mph. The trees within the visibility splays are acceptable in this environment, as it is a slow speed environment where it is considered appropriate to use Manual for Streets principles.

The proposals are providing car parking to the new EDC Car Parking Standards for a well-connected area. Officers welcome that fact that the Demand Responsive Transport (DRT) bus service would be serving the site which goes on to support the fact that area is well-connected. The car parking ratio is 0.91 spaces per unit, once averaged out. It should be noted that 20% of the car parking number is then provided for visitor car parking, which is acceptable to KCC. However, officers are disappointed that the applicant has not provided further details of the car club provision on site. There is currently no car club membership provision or any operator to provide the vehicles.

Officers welcome the fact that the proposals are providing EV charge points above the EDC Standards. It should be noted that KCC would not currently accept the charge points to be provided within the highway, hence why the internal road would now not

be adopted. Officers note that cycle parking on site is provided over the EDC required standard, which is welcomed.

KCC suggest that the delivery and servicing arrangements should be discussed with DBC Refuse Team, as the route would be within a private road and there is one collection store (Building B) which is outside the recommended reverse distance for vehicles. On the tracking diagram there appears to be some overhang with the Refuse Truck; overhanging one car parking bay on the internal road and the visitor/shared car park access. Officers would suggest that these points are looked into further to ensure the vehicle does not overrun the footway and does not overhang the car parking space if a vehicle is parked in the space.

A Stage One Road Safety Audit (RSA) has been completed and the Designers Response is included within the Technical Note.

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

- Provision and permanent retention of the vehicle parking spaces shown before use of the site commences.
- Provision and permanent retention of the vehicle loading/unloading and turning facilities prior to the use of the site commencing.
- Provision and permanent retention of the cycle parking facilities prior to the use of the site commencing.
- Completion and maintenance of the accesses as shown on the submitted plans prior to the use of the site commencing.
- Provision and maintenance of the visibility splays shown on the submitted plans, with no obstructions over 0.6 metres above carriageway level within the splays, prior to the use of the site commencing.
- Provision and maintenance of 25 metres x 2 metres x 25 metres visibility splays at the internal accesses with no obstructions over 0.6 metres above carriageway level within the splays, prior to use of the site commencing.

Officer comment: Conditions have been recommended to secure the above safeguards sought by KCC.

Comments from Highways Officers (dated 27.11.18, 25.2.19, 21.6.19 and 26.8.20) have been provided on earlier iterations of the scheme, however, have now been superseded by the above.

5.11 Kent County Council Growth, Environment & Transport (on behalf of the Education Team)

(12.2.19) Kent County Council officers have reviewed the proposals with regards to the impact on the neighbouring primary school site and do not object. Officers note an increase in unit numbers and that there has been a significant change in scale and layout. The following comments have been made:

- The provision of wheelchair accessible residential units on the site is welcomed.
- Officers can confirm that the area of land being transferred by the applicant to the County Council for the delivery of the primary school would exclude the MUGA being delivered as part of the phase.

- There is potential for play areas of the school to be overlooked by some of the residential units proposed. Concerns regarding overlooking of the school would need to be considered in the school design, along with any landscaping to offer screening.
- Although the community centre does not form part of the application, officers would be interested in any proposals that would change the nature of the development. Presently, the community centre provides a degree of screening between the residential development and the school, as a community facility, it is a compatible use adjacent to the school.

Officer comment: The above comments were provided before the design of the Ebbsfleet Green Primary school had commenced. The s106 Legal Agreement requires an Education Review Group to be established prior to, and whilst the proposals for the school were being developed. The group consists of EDC officers, KCC Education officers, the Maritime Academy Trust, Redrow and the relevant Project Managers.

Initial designs for the school proposed a linear building, orientated east to west, to the south of the school site. However, as the design evolved the orientation was reconfigured north to south, along the western edge of the school site, limiting potential views into the school building from the Phase 2c development.

5.12 National Grid Plant Protection

(16.4.19) National Grid raises no objections to the proposal which is in close proximity to a High Voltage Transmission Overhead Line.

5.13 Southern Water

(1.12.20) Southern Water comments remain unchanged and valid for the amended details submitted.

(3.9.20) Southern Water raises no objections to the discharge of condition 19 (g) and 43 relating to foul drainage. Approval for the connection to the public sewer should be submitted under Section 106 of the Water Industry Act. The Council's Building Control/technical staff and the Environment Agency should be consulted regarding condition 19 (g) and 43 for surface water disposal. Southern Water has no comments to make on other conditions.

(1.7.19) Southern Water comments remain unchanged.

(8.5.19) Southern Water recommends the discharge of condition 19 (g) and 43 relating to foul drainage providing that the relevant improvements currently being dealt with under application reference SWS.S98.000255 are agreed and implemented.

5.14 Kent Fire & Rescue Service

(25.11.20) Fire and Rescue officers can confirm that on this occasion the off-site access requirements of the Fire & Rescue Service are considered to have been met. On-site access is a requirement of the Building Regulations 2010 Volume 1 and 2 and must be complied with to the satisfaction of the Building Control Authority who would consult with the Fire and Rescue Service once a building Regulations Application has been submitted.

(18.2.19) Fire and Rescue officers consider the means of access for the Fire and Rescue Service to be satisfactory.

5.15 Crime Prevention Officer

(26.11.20) Kent Police Crime Prevention Design Advisors have reviewed the application in regard to Crime Prevention Through Environmental Design_(CPTED) and the National Planning Policy Framework (NPPF).

Crime Prevention Officers (CPO) have had no communication from the applicant/agent to date for this particular phase (Phase 2c) and in particular about Secured by Design (SBD). The use of the SBD Homes 2019 is recommended for this application.

The following comments are made regarding the proposed scheme:

1. To help address car crime, security should be provided for Motorbikes, Mopeds, Electric bikes and similar. Ground or wall anchors can help provide this.
2. Lighting should conform to BS5489-1:2020 and any lighting plan should be approved by a professional lighting engineer (e.g. a Member of the ILP or SLL) to help avoid conflict and light pollution. Bollard lighting should be avoided.
3. CCTV is recommended for the undercroft parking areas in the interests of site security.
4. Full audio-visual door entry access control systems would be required for all blocks. Trades buttons should not be installed. Access controlled and door entry systems should also be installed on PAS24:2016 certified doorsets for any internal doorsets leading into cycle or bin stores (e.g. the cycle store of Block A).
5. Doorsets should be certified to PAS24:2016 for all communal entrances/exits, individual front doorsets for each apartment and any easily accessible doorsets such as balconies.
6. All ground floor and any easily accessible windows (e.g. above flat roof porch or door hoods) should be certified to PAS24:2016. Laminated glazing is recommended.
7. Exterior mailboxes negate the need for anyone delivering mail to enter the building. Exterior mailboxes should be certified to TS009 security specifications. A through the wall system (if space allows) also negates the need for anyone delivering mail to enter the building. If internal mailboxes are installed in the lobby, additional access controlled doorsets would be required to protect the stair core. No trades buttons should be installed.
8. Security compartmentation would be required for all blocks of 25 residential units or more. Residents should only be able to access the floor where their apartment is situated or communal areas.
9. Defensible space – it is important that all ground floor bedroom windows are provided with appropriate defensible space, in the interests of privacy and security.
10. Cycle and bins stores should be fully secured and lit appropriately.
11. Site and compound security is required for the construction phase. There is a duty for the contractor “to take reasonable steps to prevent access by unauthorised persons to the construction site” under the Construction (Design and Management) Regulations 2007. The site security should incorporate plant, machinery, supplies, tools and other vehicles and be site specific to geography and site requirements.

Officer comment: The applicant has reviewed the comments made by the Crime Prevention officer and has confirmed that many of these comments have now been addressed in the latest revisions to the scheme. Recommendations have been noted by the applicant for further review in the next stage of design development of the phase, once the drawings go into the preparation of construction level information. The applicant has confirmed that contact would be made with the CPO as part of their best practice approach to minimising crime on the development.

Comments from the CPO (dated 19.8.20, 1.3.19, 27.6.19) have been provided on earlier iterations of the scheme, however, have now been superseded by the above.

5.16 Natural England

(21.8.19) The following advice should be taken as Natural England's formal representation on the Appropriate Assessment given under regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 (as amended). With regard to European Sites, Natural England does not object to the granting of this permission subject to the following advice:

Specific measures previously identified and analysed by the Authority to prevent harmful effects on coastal European Sites from increased recreational pressure should be applied to this proposed development at appropriate assessment. The Authority has measures in place to manage these potential impacts through the agreed strategic solution which we consider to be ecologically sound. Natural England is of the view that if these measures, including contributions to them, are implemented, they would be effective and reliable in preventing harmful effects on the European Site(s) for the duration of the proposed development.

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

If the authority's appropriate assessment has identified any other adverse impacts from the proposed development in addition to those that may be caused by increased recreational pressure and which have not been addressed by the Authority, Natural England must be consulted for further advice on this appropriate assessment. Permission should not be granted until Natural England has been able to consider these additional impacts and responded.

Officer comments: The officer recommendation is made, subject to the applicant making a financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMs). Further detail on the appropriate assessment is discussed later in the officer report.

(23.7.19) Natural England does not object to the proposals with regard to European sites subject to the appropriate mitigation being secured.

5.17 Sport England

(8.2.19) Sport England has no comments on the application.

5.18 Thames Water

(20.6.19) Thames Water confirm that they are happy for conditions relating to surface water and foul water to be discharged.

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 2020. The Core Strategy seeks to regenerate the Borough of Dartford by outlining where, and how many, new homes and jobs would be created. The first policies of the plan identify locations for major development at Dartford Town Centre/ Northern Gateway, Ebbsfleet to Stone and the Thames Waterfront. Its objectives are also delivered through the Development Policies Plan, which includes more detailed thematic policies.
- 6.3 The policies relevant to the consideration of this application are set out below.

Dartford Borough Local Development Framework – Core Strategy (2011)

- Policy CS1 - Spatial Pattern of Development
- Policy CS4 - Ebbsfleet to Stone Priority Area
- Policy CS5 - Ebbsfleet Valley Strategic Site
- Policy CS10 - Housing Provision
- Policy CS11 - Housing Delivery
- Policy CS14 - Green Space
- Policy CS15 - Managing Transport Demand
- Policy CS17 - Design of Homes
- Policy CS18 - Housing Mix
- Policy CS19 - Affordable Housing
- Policy CS23 - Minimising Carbon Emissions
- Policy CS24 - Flood Risk
- Policy CS25 - Water Management

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

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

OTHER RELEVANT GUIDANCE

National Planning Policy Framework (NPPF) 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.

Ebbsfleet Development Corporation Design Guidance

- Ebbsfleet Implementation Framework
The Ebbsfleet Implementation Framework (dated 2017), sets out the area-wide spatial framework vision for Ebbsfleet Garden City alongside strategic development areas and associated design guidance.
- Design for Ebbsfleet Character Guide
The Design for Ebbsfleet Character Guide provides non-statutory design guidance on how to use Ebbsfleet's landscapes and cultural heritage to inform the design of characterful and distinctive homes, streets and neighbourhoods within the Garden City.
- Ebbsfleet's Public Realm Strategy
The Ebbsfleet Public Realm Strategy is a non-statutory design toolkit to help deliver Garden City streets and public spaces.
- Ebbsfleet's Sustainable Travel Strategy
The Ebbsfleet Sustainable Travel Strategy is non-statutory guidance on designing for sustainable travel and sets out a Garden City wide approach to car parking provision.

7.0 PLANNING APPRAISAL

Main Issues

- 7.1 The main issues to be considered in connection with these proposals are the principle of development, access, appearance, landscaping, layout, scale, amenity and parking. 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 Ebbsfleet Green site.

Principle of Development

- 7.2 The Government is committed to significantly boosting the supply of housing and the delivery of a wide choice of high-quality homes to ensure development meets the market and affordable housing needs. Paragraph 11 of the NPPF encourages housing applications to be considered in the context of a presumption in favour of sustainable development, and paragraph 72 endorses the provision of new homes that follow the principles of Garden Cities as an identity of quality.
- 7.3 The principle of residential development on the application site is supported by the strategic policies within the Dartford Core Strategy. Policy CS10 supports the delivery of housing in Ebbsfleet to meet the Borough's housing needs, in accordance with policies CS4 and CS5. Policy CS4 of the Core Strategy identifies a series of Priority Areas where most of the future development in the Borough would take place. Each Priority Area is comprised of several major sites, which have been assessed for their suitability for housing and employment use. Ebbsfleet, Eastern Quarry and Northfleet West Sub Station, at the eastern end of the Priority Area, are the most significant of the sites and jointly form the strategic site referred to as Ebbsfleet Valley.

- 7.4 The principle of residential development on the site has already been established by the granting of outline planning permission in March 2014. The principle of this development fits within the established vision for the Borough and reflects the detail of the aforementioned outline permission. Therefore, subject to a detailed assessment of scheme-specific issues, the principle of residential development on the site is considered to be acceptable and in line with the Development Plan.

Access

- 7.5 The NPPF encourages the provision of safe and secure layouts, which minimise conflicts between traffic, cyclists and pedestrians. Policy DP4 of the Dartford Development Policies Plan (DDPP) states that layouts should be of a design to promote walking and cycling and public transport use through the provision of attractive and safe routes which address the needs of users. Proposals for new development should include appropriate vehicular access arrangements.
- 7.6 The outline permission established two principal accesses into the wider Ebbsfleet Green site, the northern and southern site entrances via the B259 Southfleet Road. Both entrances are linked via a central spine road (Ackers Drive), which loops through the site. The routing of the spine road was established at the outline permission stage and was fixed via subsequent infrastructure and reserved matters applications.
- 7.7 Vehicular access into the Phase 2c site would be provided via a priority junction off the main spine road to the south of the phase and another off the village green loop road to the west of the site. The position and orientation of these accesses broadly accords with the layout set out in the approved masterplan. The main carriageway through the site would be two-way and 5.5m in width.
- 7.8 A comprehensive grid of footpaths, 1.8m in width have been overlaid onto the site, providing good pedestrian connectivity to key destinations. Footpaths along the spine road on the southern and western edges of the site would be 3.0m in width, reflecting their significance in the street hierarchy. KCC Highways raises no objection to the access or footpath arrangements and have recommended a number of conditions to ensure that accesses and visibility splays are provided and maintained. The proposed vehicle and pedestrian accesses to and within site are considered acceptable and conducive to the creation of a safe and accessible residential environment.

Layout

- 7.9 The proposals seek to deliver perimeter block development, via four apartment blocks (Blocks A-D), ranging in height from 3 to 5-storeys. The flat blocks have been located on the site to create a strong edge and street scene along the arterial spine road. Blocks A and D lie to the east of the parcel and consist of two linear blocks orientated east to west. The orientation of the blocks has been informed by the need to frame the spine road and to limit views of a neighbouring pylon.
- 7.10 Block B is the principal block and would lie to the west of the phase. It has been designed as a large 4-5 storey L-shaped block which would provide a consistent frontage onto the spine road along the southern and western edges of the development. Block C, also a 4-5 storey block, lies to the east of Block B and also adopts an L-shaped layout, framing the main internal vehicular route through the site. The arrangement of the buildings on the site aims to provide intimate, enclosed courtyard spaces, reduce the dominance of car parking and hardstanding areas within the street scene and to assist in defining public and private spaces.

- 7.11 Parking provision has heavily influenced the evolution of the site proposals and has been one of the most significant constraints for the applicant. Parking within the site layout is primarily contained within three dedicated parking courts, two of which are enclosed between apartment blocks and a third located in the far north-east corner of the site.
- 7.12 EDC's design guidance (Ebbsfleet Implementation Framework and the recently published Ebbsfleet Sustainable Travel Strategy) advocates for schemes to integrate parking into the development block and preferably within the built form. Throughout the development of the proposals, officers had asked the applicant to explore basement or podium parking solutions; however, these were ruled out by the applicant due to cost and deliverability.
- 7.13 Further design development has introduced a wider range of parking typologies, and now makes use of the gradient of the site from east to west to partly conceal an undercroft parking area below the western wing of Block B. The introduction of the undercroft has removed and concealed a large amount of parking that once dominated the street scene. These approaches combined with a reduced level of allocated parking provision has allowed for the introduction of a sequence of landscaped resident-focused amenity spaces within a courtyard and next to apartment blocks.
- 7.14 The application is accompanied by a Stage 1 Road Safety Audit, visibility splay plans and vehicle tracking diagrams. This requirement sought to ensure the road network and layout was safe and that vehicles can navigate without requiring awkward and unsafe manoeuvres. Tracking diagrams confirm that fire appliances and refuse vehicles would be able to access and safely manoeuvre within the phase. Both KCC Highways and Kent Fire and Rescue officers have raised no objection to the internal road layout.
- 7.15 In addition to residential development the application includes the provision of a Multi-Use Games Area (MUGA) located in the far north-eastern corner of the site on the boundary with the Ebbsfleet Green primary school. The proposed MUGA (30m x 15m) would provide facilities and markings for both basketball and football and would support a multitude of recreational activities. Access to the MUGA would be provided via two entrances, one to the east via the linear park and the other via a footpath to the south of the MUGA. Due to the potential noise generated by the MUGA, and its enclosed nature, its location adjacent to the primary school site boundary is considered to be acceptable.
- 7.16 The proposed site layout is considered to respond positively to site constraints and would facilitate the creation of a safe and legible residential environment.

Scale

- 7.17 The approved parameter plans and masterplan for the Ebbsfleet Green site allow residential building heights between 4-6 storeys on the western half of the site stepping down to 3-4 storey development on the eastern half. The scale of each of the four apartment blocks that make up the phase has been developed to respond positively to the context of their location within the masterplan, and the scale of the adjacent buildings, streets and public spaces that they address. The proposed building heights accord with the approved building heights parameter plans.
- 7.18 Block A to the south-east of the phase has a building frontage which is 3-storeys along Ackers Drive to enable an appropriate relationship with the 2.5 storey dwellings on the opposite side of the road and then steps up to 4-storeys. Block B is the largest of the

apartment blocks, but has been articulated to read as two separate wings; a southern wing running along Ackers drive and a western wing facing onto phase 3 residential development. The southern wing would be 4-storey and the western wing would start as 4-storey and step up to 5-storeys toward the northwest corner of the site.

- 7.19 The entirety of the ground floor of the western wing would be utilised as an undercroft parking area, much of which would be concealed from Ackers Drive by a change in levels. Block C to the north-west of the phase would be 5 storeys when fronting onto community centre and NEAP site and would step down to 4-storeys in height. Block D to the northeast of the phase would be 4-storeys in height.
- 7.20 It is considered that while the size of the buildings would present prominent structures, the proposals are in accordance with the approved parameter plans. The scale of the buildings is considered to be acceptable as the distribution of height is logical and supports the overall design rationale for the development.

Density

- 7.21 Dartford Core Strategy Policy CS17 discusses the design of homes, considering layout and density. Section 3 of the policy acknowledges that sites would be developed at a variety of densities, depending on their location and accessibility to public transport and sets out broad indications of appropriate average net densities. The Ebbsfleet Valley Strategic Site, of which this site is one of, has been identified as delivering net densities over 50 dwellings per hectare (dph).
- 7.22 The site's topography and landscape and visual assessment work have informed the sitewide density strategy. The approved masterplan identifies phase 2c as forming part of the 'village centre' character area and as a location for the highest density development on the site (61-80dph). The current proposals seek to deliver a density of 93 dph.
- 7.23 Although the site is highly constrained, during the application process unit numbers have been increased by the applicant. As this application represents the last phase of residential development on this multi-phased site, it is evident that the applicant seeks to maximise unit numbers. The outline planning permission identified the wider site as delivering up to 950 dwellings. If consent were to be granted for this phase, the number of units to be delivered (909 dwellings) would fall below the development limits set by the outline consent. Although the application exceeds the density strategy set out by the masterplan, on balance, the proposals are considered to deliver an acceptable standard of development and would not result in the over development of the site.

Appearance

- 7.24 The key principles of good design quality as set out in NPPF Paragraph 127 and policy DP2 of the Dartford Development Policy Plan (DDPP). Developments should be visually attractive, function well and add quality to the area. Furthermore, policy DP7 of the DDPP states that development should maintain and provide for an appropriate range of housing stock, retention or enhancement of the character, local environment and amenity of established residential areas, and achieve a satisfactory quality of residential development.
- 7.25 The scheme has identified the Design for Ebbsfleet's Coombe design narrative as the point of reference for its architectural language, which is inspired by the vernacular architecture of local villages and agricultural buildings. It should, however, be noted

that the language also replicates an earlier phase of residential development on the site (Phase 1c) that referenced a Kentish barn vernacular.

- 7.26 All four apartment blocks have been developed as a collection of extruded traditional gable-barn forms, which are arranged around the site to form perimeter blocks to enclose the surrounding streets, and also serve to partially conceal centralised parking courts. The blocks share a common approach to their massing, roof-form, roof pitches, doors and window sizes, which creates a coherent family of buildings.
- 7.27 The applicant has attempted to create some differentiation between the four blocks, through the addition of some brick detailing, variations in the layout and sizing of windows and the use of projecting and recessed balconies on certain elevations. These variations are limited in their application and distinctiveness and the scheme would have benefitted from a bolder approach to differentiate the blocks from each other. The effect of the current approach is the creation of a campus of buildings rather than a complex streetscape.
- 7.28 Building façades employ a consistent suite of materials across all four blocks, which includes red/brown facing brickwork with a dark blue brick plinth and dark horizontal weatherboarding. An additional chalk grey brick has been introduced to differentiate Block B. A combination of slate grey and red roof tiles are also proposed across the blocks. The materials palette strengthens the consistency across the scheme but does not assist in creating an individual identity of each of the apartment blocks. This is particularly apparent at ground floor level, where all four blocks share a dark blue brick plinth, with little differentiation in detailing/treatment, or the design of entrances. The application of unique designs for main entrances for each block would have helped to provide the differentiation sought but this is absent, and weakens the architectural character of individual blocks, and lessens the sense of address for future residents.
- 7.29 Extensive negotiations have taken place with the applicant and the scheme has been through several iterations in response to officer concerns regarding design quality and the creation of characterful development that aligns with Ebbsfleet Design Guidance. A number of design and review tools have been used, including design/landscape meetings, an independent Building for Life Assessment and the scheme was presented to EDC's Design Review Forum. The latest proposals have attempted to respond to comments made by the panel, in particular with regards to the importance of the hard and soft landscape strategy. The scheme has improved since first submitted and shows an improvement on the architectural employed for other apartment blocks in earlier phases.
- 7.30 In summary, the blocks have been massed and articulated to break-up their scale and respond positively to adjacent streets and buildings in already completed phases of Ebbsfleet Green. The result is considered, to create a family of buildings that relate well to each other. Officers have been seeking a greater level of differentiation between the buildings to create truly district and recognisable homes. However, on balance, it is considered the applicant has developed a character for the scheme that would be in keeping with the wider development and is therefore considered to be acceptable.

Housing Mix

- 7.31 Policy DP7 of Dartford's Development Policy Plan (DDPP) supports housing developments which provide for an appropriate range of housing stock and provision of a satisfactory quality of residential development. Delivery Theme 1 of the Ebbsfleet Implementation Framework promotes the delivery of a wide range of homes and

tenures for all life stages, that meet local aspirations including the affordable housing requirements as set out in relevant local planning policies.

- 7.32 The proposals for 126 dwellings comprise of 1 and 2-bed apartments. Dartford Core Strategy recognises the need for a mix in the range of types and sizes of properties to ensure a wide choice of housing. Core Strategy Policy CS18 aims to promote a mix of houses to flats on a 70:30 basis. The policy identifies that a higher proportion of flats may be acceptable on the Ebbsfleet Valley Strategic Sites, of which this site is one.
- 7.33 Although the proposals seek to provide solely flatted development, it should be noted that this is one phase on a multi-phased development. A mix of family homes ranging in size from 2 to 5-bed units have been delivered across the wider site. While the range of dwelling types on this phase is limited, this reflects the higher density zoning that was master planned into the development site. Having regard to the location of the site, densities and the overall housing mix of the wider development, the proposed housing mix for this phase is considered to be acceptable.

Residential Standards

- 7.34 The NPPF seeks to ensure developments would function well, does not undermine the quality of life and creates attractive and comfortable places to live, work and visit. Policy DP8 of the DDPP states that development would only be permitted where the quality, scale and form of internal and external spaces provide for a choice of amenity space sizes and accessible and adaptable dwellings.
- 7.35 In line with policy DP8, all units within the phase conform to the Nationally Described Space Standards (NDSS). The policy also requires developments to contribute to the provision of accessible and adaptable accommodation across all tenures to meet occupants changing needs and the needs of residents with restricted mobility. The applicant has confirmed that all units within the phase would, at a minimum, comply with optional Building Regulation Category M4(2). In accordance with the outline planning permission, five of the affordable units would be delivered to optional Building Regulation Category M4(3)(b), meaning that they would be fully wheelchair accessible upon completion. A condition has been recommended to ensure that the necessary accessibility levels are secured.
- 7.36 Policy DP8 of the DDPP states that sites for new dwellings shall provide a range of useable size and good quality private amenity spaces. Core Strategy Policy CS18 requires that, where apartments are provided, the accommodation is designed to a high quality, with generous internal space standards; the provision of private amenity space, such as balconies or roof gardens and wherever possible the provision of outdoor and/or indoor communal space. All apartments in the phase have been afforded a private balcony except for a few ground floor flats located in Blocks A and B. In response to officer comments, some of the ground floor units of blocks that address Ackers Drive have been afforded individual front door directly onto the street, with a small front garden/patio area instead of a balcony. The delivery of the front doors aids in activating the ground floor of the blocks within the street scene and the private outdoor garden space, whilst small, is a welcomed addition.
- 7.37 All units comply with the EDC's housing design requirements, being tenure blind, conforming with the Nationally Described Space Standards and meeting optional accessibility levels to meet the changing needs of residents. All units are afforded private balconies or outdoor space and some form of semi-private amenity space and are therefore considered to be acceptable.

Landscaping

- 7.38 The NPPF states that planning decisions should aim to ensure developments are visually attractive because of appropriate landscaping (paragraph 127). Policy DP8 of the DDPP states that residential developments of 100 new dwellings or larger will only be permitted where provision is made for inviting and accessible communal open space.
- 7.39 Early iterations of the proposals prioritised the provision of car parking, limiting opportunities for landscaping. The subsequent re-consideration and reduction in parking provision has enabled an increase in landscaped outdoor spaces within the scheme which is welcomed. The design of these spaces has evolved through positive discussions with the applicant, with the aim of maximising the functional and amenity value to residents. The proposals provide an increase in accessible semi-private amenity space, most notably the redesign of the courtyard formed by Blocks B and C, which now includes a variety of feature seating areas, natural play equipment, raised timber allotment planters and fruit trees that link in with the Edible Ebbsfleet initiative.
- 7.40 Further consideration of 'left-over' green spaces located around the perimeter of each block has now been developed, with previously proposed grass now replaced with structural planting, informal 'on the way' seating areas integrated into the streetscape and an increase in the quality and quantity of tree planting across the scheme, particularly within parking courts and along the site boundaries. In addition, the proposals now include two small semi-private seating areas to the east of Blocks A and D, with the aim of ensuring every block has direct access to informal outdoor seating. Although these areas may be limited in size, the application should be considered in the context of the wider masterplan. Upon completion of the wider development, Phase 2c would be located adjacent to the linear park, village green, a community building, neighbourhood play area and MUGA offering several environments for recreational activities.
- 7.41 In addition to improvements made to the soft landscaping, the hard-landscape palette proposed utilises high quality materials, with minimal use of tarmac. Changes in materiality and the use of traffic calming features, including a raised carriageway on the main route through the phase, at junctions with the parking areas for the blocks, not only aids in reducing traffic speeds, but has improved the overall environment for pedestrians.
- 7.42 In terms of boundary treatments, a combination of low brick walls, metal railings and knee rail fences are proposed across the site, supplemented by structural hedgerow and tree planting. A retaining wall will be required along the northern edge of the car park to the northeast of the site, to address a level change between the footpath and the car parking area. A condition has been recommended to secure further details of this boundary.
- 7.43 Whilst the scheme remains heavily dominated by hardstanding, the applicant has made significant improvements to the appearance and overall environment for future visitors and residents. The quality of landscape design, diversity of species and the amount of tree planting has significantly improved from the original submission. Usable amenity space, informal play supplies, incidental seating and lighting and a high-quality public realm would create a positive and stimulating environment for future residents.

Car Parking

- 7.44 Car parking is proposed in line with the parking standards set out in the Ebbsfleet Sustainable Travel Strategy (non-statutory design guidance). The strategy sets out residential parking standards across the Garden City derived from recent parking surveys undertaken within Ebbsfleet and aligned with Ebbsfleet's city-wide Transport Strategy. The strategy seeks to provide sufficient parking for current levels of car ownership, balanced with the need for flexibility to address changing travel behaviours, emerging technologies and car ownership models in the future.
- 7.45 The Ebbsfleet Sustainable Travel Accessibility Map has identified the phase 2c site as falling within the 'well connected' catchment area. A parking target of between 0.8-1 space per 1-bed and 2-bed flat should therefore be applied. The standards reflect the total parking provision for the site. The proportioning of this figure into residential, visitor and van spaces is then determined through negotiation and agreement with the Local Planning Authority.
- 7.46 The scheme has consistently struggled to resolve the conflict between the urban scale/density envisaged for the 'village centre', and a policy compliant parking strategy. Dartford Borough Council's Parking Standards SPD underpinned earlier iterations of the scheme and required a considerably higher parking provision. Early proposals were heavily dominated by large surface car parking courts that were not incorporated into the built form, and streets lined with perpendicular parking bays, leaving little space for planting, and no opportunities for external outdoor spaces for residents. The proposals did not align with the ambition to create active and attractive streetscapes with a Garden City character.
- 7.47 The outline masterplan proposed a mix of apartment blocks laid out as a perimeter block, with parking located within centralised parking courts. In practice, this would only have met the Borough Council's parking standards through the introduction of basement parking. On this site, any apartment block scheme greater than three storeys pursuing a surface parking approach would take up virtually the entire site area as parking to meet DBC parking standards.
- 7.48 As set out in the EDC Sustainable Travel Strategy, the proposals should deliver up to 126 no. parking spaces, however, they currently seek to deliver 139 no. spaces. The majority of the parking for Phase 2C would be on private land, with only 12 of the 139 spaces in the adopted public highway. In total, 84 no. spaces would be allocated to specific residential units. One car parking space would be allocated to each of the 72 two-bed private flats, and one car parking space allocated to each of the 7 no. one-bed private flats. The remaining five allocated parking spaces would be allocated to five of the affordable two-bed units. A total of 31 no. spaces would remain unallocated and would be available to those residents eligible and registered.
- 7.49 An added 20 no. spaces would be provided as visitor bays, 2 no. as van spaces and 2 no. as dedicated car club spaces. The visitor spaces would be evenly distributed across the site with 12 no. parallel spaces along the spine road on the southern and western edges of the phase. An additional 6 no. spaces would be located along the main route through the site.
- 7.50 To establish an appropriate level of van parking for the phase, the applicant has submitted a survey undertaken on an earlier phase of the development now fully occupied. The survey was undertaken over two evenings and observed no vans amongst the 116 bays provided. Supplementary parking information submitted by the applicant based on surveys carried out in the locality identified that in many instances

where vans have been observed they do not require an oversized parking bay and can be safely accommodated in a standard sized bay. Based on the findings of the survey, the applicant has proposed 2 no. van spaces for the site.

- 7.51 A perceived need by the applicant for parking over the Ebbsfleet parking standard has resulted in the inclusion of an enlarged surface car park to the north-east of the site. Although disappointing, the approach to managing these spaces as unallocated spaces is welcomed and would avoid this land being locked-in as car parking in perpetuity, and preserves the opportunity for the land to be redeveloped for alternative uses in the future if parking demand dissipates.
- 7.52 At the request of Highways officers, the access to the parking court in the northeast corner of the site has been reduced in width (approximately 4.0m). A buildout has been used to restrict the attractiveness of this location as an area for drop-offs and pickups associated with the adjacent school site. Once open, the school intend to operate a 'no car zone' in the vicinity of the school entrance and vehicular access to the school plaza and car park will be restricted during drop off and pick up hours. A drop-off point next to the southern site entrance has been identified and a walking bus will be operated by the Trust to get pupils to and from the school.
- 7.53 Ebbsfleet Development Corporation's Sustainable Travel Strategy states that all dwellings with communal parking should provide a minimum 10% of parking spaces as active charging spaces (i.e. available for use), with a passive provision (i.e. future proofing) to all remaining spaces. The current proposals would provide a total of 13 no. electric vehicle (EV) charging stacks with dual outlets, serving a total of 24 no. parking bays. All remaining parking spaces would have a passive provision which would include ducting and wiring to enable future EV charging connections should they be required at a later date.
- 7.54 The majority of EV charging points have been provided in the 'unallocated/visitor parking court' to the northeast of the site to offer benefit to the most residents. Additional points have been afforded to visitor spaces along the main vehicular route through the site. A condition has been recommended to secure further details of the electric vehicle charging points as well as details of their ongoing maintenance and management.
- 7.55 Whilst it is disappointing that parking proposals would exceed the levels set out in the EDC's Sustainable Travel Strategy the flexible approach to the overprovision is welcomed and would assist in alleviating pressure on street parking should parking demand be higher for this phase of development, so is considered to be acceptable. The electric vehicle charging provision in excess of the EDC's guidance is a welcomed addition.

Sustainable Transport Measures

- 7.56 Section 9 of the NPPF provides guidance for promoting sustainable transport, and paragraph 102 supports opportunities to promote walking, cycling and public transport use. This is supported in policy CS15 of the Dartford Core Strategy which supports the use of sustainable means of transport and provision of the Fastrack bus route to minimise car use and make effective and sustainable use of the transport network.
- 7.57 Residential parking requirements within the Ebbsfleet Sustainable Travel strategy are based on future residents' ability to access high quality public transport, walking and cycling routes and it is therefore prudent to consider the sites access to public transport. The applicant has confirmed that a Demand Responsive (DRT) bus service

currently serves the Ebbsfleet Green site. The service part-funded by the applicant offers connections to several local train stations, supermarkets and other desirable destinations. The service utilises virtual bus stops and therefore does not require physical bus shelter infrastructure however, a stop will be delivered within a short walking distance of the site. Fastrack bus services are currently scheduled to begin operating on Castle Hill Drive, along the northern edge of the Ebbsfleet Green site in 2022. A direct footpath connection between the Ebbsfleet Green site and Eastern Quarry has recently been delivered to aid in residents accessing this service once operational.

- 7.58 The proposals include the provision of two dedicated car-club spaces located in parallel spaces opposite the future community building site. The applicant has confirmed via discussions with car club operators that this type of parking is best suited on-street, to promote their use and increase visibility. Although requested by officers, the applicant has not identified an operator for the car club spaces and does not intend to provide car club cars or subsidised membership to residents of the site.
- 7.59 The approved Transport Strategy (TS) for the wider site includes a Traffic Management Plan (TMP), which sets out the process for monitoring, reviewing, mitigating, and managing vehicle activity on the Ebbsfleet Green site. A requirement of the TMP and s106 Legal Agreement is for the applicant to carry out an annual scheme of surveys of traffic activity at the site, to monitor performance against traffic activity targets and to inform the need for mitigation. If traffic generation targets for the wider site are agreed to have been exceeded, after allowance for mitigating factors, an appropriate and proportional measure, or package of measures from the Management Toolkit Fund can be implemented, one of which is the introduction of a car club onsite, with subsidised resident membership.
- 7.60 To date, no car club spaces have delivered on the wider site. If a need was later identified by the Transport Review Group for measures within the Toolkit to be implemented or an operator sought to provide spaces in the area, the current location adjacent to key community uses and in the centre of the site would be an ideal location. Although disappointing that an operator has not been found for the spaces, the provision is still a welcomed addition to the site.

Cycle Parking

- 7.61 In line with the Ebbsfleet Sustainable Travel Strategy, the proposals include a dedicated cycle store on the ground floor of each of the apartment blocks. The cycle stores would be accessed from the courtyard areas for each of the buildings. In accordance with the guidance, residential cycle parking should be provided at a ratio of one cycle space per bedroom within each of the buildings. The proposed cycle parking provision of 246 cycle parking spaces across all four blocks is in excess of the cycle parking requirement.

Building	No. Bedrooms	EDC Cycle Parking Requirement	Proposed Cycle Parking Provision
Block A	50	50	50
Block B	101	101	110
Block C	40	40	40
Block D	45	45	46
Total	236	236	246

7.62 In addition to the private cycle parking, publicly accessible cycle racks are proposed across the site, including adjacent to the MUGA and within the street scene. The locations and cycle parking provision are considered to be acceptable and a condition has been recommended to secure provision prior to occupation of the blocks and retention thereafter.

Deliveries and Servicing

7.63 All residential units would be serviced from the parking areas between each building, using the visitor bays where available. Each of the four apartment blocks has been designed to have a dedicated refuse store well integrated into the apartment footprint and are fully accessible to residents and waste collection vehicles.

7.64 The application is accompanied by tracking drawings demonstrating that waste collection vehicles would be able to stop within 10 m of the entrance of each of the dedicated bin stores with the exception of Block B. The waste collection strategy accords with the DBC requirements, with the exception of the reversing distance for the waste collection vehicle for Block B, which is in excess of 20m. KCC Highways has raised no objection to the approach to servicing and refuse collection, and the DBC Waste Team have confirmed that the proposed waste servicing strategy is acceptable.

Affordable Housing

7.65 Condition 17 of the outline planning permission makes provision for the first phase of development to deliver 15% of housing as affordable (up to 230 units), with all subsequent phases delivering 30% of homes as affordable. Of this, condition 17 requires 50% of the affordable provision to be delivered as intermediate housing and 50% as affordable rented units.

7.66 Of the 126 units proposed, 47 would be delivered as affordable units. The proposed tenure mix is as follows:

- 29 no. affordable rent apartments
- 18 no. shared ownership apartments

7.67 In accordance with the requirements of the outline planning permission, Phase 2c proposals should provide 38 no. affordable units, representing an overprovision of 9 no. affordable units for this phase. The current proposals overprovide to help address an overall site wide shortfall. The phased approach to the delivery of individual land parcels has at times resulted in an over/under provision of the site wide affordable housing requirement. The added units provided within this phase would ensure that the site-wide provision would be achieved, as well as the tenure mix.

7.68 A breakdown of the sitewide affordable housing provision is outlined below:

Phase	Affordable Rent	Shared Ownership	Total
Phase 1a & 1b (180 units)	9	18	27
Phase 1c (74 units)	-	18	18
Phase 2a & 2b (191 units)	18	37	55
Phase 2c (126 units)	29	18	47
Phase 3 (205 units)	27	14	41
Phase 4 (133 units)	37	14	51
Total	120	119	239

- 7.69 Affordable housing within this phase would be distributed between apartment Blocks C and D to the north of the site. The apartment blocks have been designed in a manner to be tenure blind and indistinguishable in architectural character and quality of materials from the open market housing. As required by the outline planning permission, the detailed justification for the affordable housing provision is set out in the submitted Affordable Housing Strategy for Phase 2c, considered under a separate application. The application for the affordable housing strategy would need to be approved prior to/ or in conjunction with this reserved matter approval. It should be noted that the DBC Housing Team have raised no objection to the affordable housing provision, however, have requested that the provider enter into a formal nomination's agreement with the Council.
- 7.70 Core Strategy Policy CS18 supports the provision of specialist housing for older people and wheelchair accessible housing. Condition 17(g) of the outline planning permission requires the delivery of a minimum of 10 Wheelchair Accessible affordable housing units within the Ebbsfleet Green development. A total of five fully wheelchair accessible units are proposed within Block C, to accord with Building Regulations Category M4(3)(b). The units would be afforded a wheelchair accessible parking space in close proximity to the relevant apartment block. It should be noted that five wheelchair accessible units have already been consented as part of Phase 4 residential development. The phase 2c proposals align with the requirements set out in the outline planning permission regarding affordable housing provision and are therefore considered to be acceptable.

Residential Amenity

- 7.71 The NPPF (paragraph 180) requires that Local Planning Authorities should take into account likely impacts on health, living conditions and the natural environment. This is interpreted locally through Core Strategy Policy CS19 which states that new development should be located, designed and constructed to safeguard the amenity of neighbouring properties and avoid adverse environmental impacts from noise, air, odour and light pollution.
- 7.72 Condition 26 of the outline consent requires those parts of the development identified in the Environmental Statement as requiring noise mitigation to be accompanied by a mitigation report relevant to that phase. In accordance with the condition, the applicant has submitted a Noise Assessment with the application. The noise report considers the anticipated performance of the acoustic bund and fence which borders the southern boundary of the wider site and the specification of building façade elements to enable suitable indoor ambient noise levels and ambient noise levels on private balconies. The report has also considered the potential impact of noise from the nearby NEAP, MUGA and the school sports pitches (once delivered) to the far north of the site.
- 7.73 A 3-D noise model has been constructed to facilitate the assessment of the potential impact of existing environmental noise sources on proposed dwellings at the site. The results from the noise model have been used to predict the ambient road traffic noise levels at the façades of the proposed dwellings to specify glazing and ventilator performances to achieve appropriate internal noise levels. The findings of the report confirm that potential noise from the MUGA, NEAP and sports pitches would not be significant. Noise levels predicted at external balconies are found to be similar to, or lower than, those presented in the Environmental Statement. The assessment concludes that appropriate indoor ambient noise levels can be achieved within the

proposed dwellings. It should be noted that the Environmental Health Officer has reviewed the submitted noise report and agrees with the conclusions.

- 7.74 In order to assess whether daylight within the development itself would provide satisfactory living conditions for future occupants, the proposals are accompanied by a Daylight and Sunlight Amenity Assessment. The report confirms that across the four blocks 83-90% compliance would be achieved in terms of internal daylighting as set out within BRE guidance. Internal daylight levels lower than recommended have been identified as living kitchen diners, which BRE advises should receive higher levels of daylighting. The rooms experiencing lower levels are as a result of the deep open plan 'L-shaped' configuration of rooms teamed with recessed balconies which restricts the amount of daylight that can enter properties. The majority of the flats would meet the guidance levels and overall the internal daylight levels to the apartments will be reasonable. Officers are keen to retain the recessed balconies in order to provide these residents with external space and so on balance the daylight levels are considered acceptable.
- 7.75 Phase 2c lies at the heart of a much larger development site, of which significant areas are currently under construction or are occupied. The closest neighbouring properties to the site form Phase 2a residential development (to the south) and Phase 3 residential development (to the west), building heights across these phases vary between 2.5 to 4-storeys. Both phases are separated from the application site by Ackers Drive, the main arterial spine road through the site. Building heights on Phase 2c have been designed to respond to the scale of adjacent phases to limit the impact where possible. Whilst, there would be a difference in scale between the phases, there would be sufficient separation to prevent a loss of privacy or significant overshadowing of these units. It is therefore considered that the application will not result in a detrimental loss of amenity for existing or future residents.

Sustainability

- 7.76 The NPPF sets out the key role planning plays in delivering reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The NPPF also notes that planning supports the delivery of renewable and low carbon energy and associated infrastructure. Core Strategy Policy CS23 requires that all new developments would need to demonstrate reductions in energy use through passive design and layout of the development.
- 7.77 A Sustainability Strategy has been prepared which seeks to address the requirements of condition 19 (o) and (p) of the outline planning permission. The conditions seek measures to reduce carbon emissions from the development below those of the prevailing Building Regulations and to the equivalent of the former Code for Sustainable Homes Level 4, comparable to a 19% reduction in CO₂. In addition, it seeks the utilisation of sustainable construction methods, materials and water conservation measures.
- 7.78 The submitted strategy outlines an assessment of low/zero carbon technologies including photovoltaic panels, solar thermal, wind turbines, biomass boilers, heat pumps and combined heat and power (CHP). The assessment concludes that solar photovoltaic technology is the most appropriate technology for the site with systems located on appropriate roof spaces. Photovoltaic deployment is proposed across the south-facing roof spaces on apartment Blocks C and D. These locations have been chosen due to their orientation and to reduce visual impact when viewed from the south of the site.

- 7.79 Core Strategy Policy CS25 requires all new homes to achieve at least level 4 of the Code for Sustainable Homes (CSH) in terms of water use (105 litres per person per day) in advance of mandatory requirements. The applicant has confirmed that these targets would be met. It concludes that Phase 2c development can achieve a reduction in the order of 19%, which is the equivalent reduction necessary to meet the former CSH Level 4 standard. The final calculations for meeting local policy targets may need updating as final designs emerge. Furthermore, levels of PV deployment and exact locations may also need to be updated because of factors, including the type of PV technology used, detailed yield calculations and any shading issues. A condition has therefore been recommended to secure an updated Sustainability Strategy once the above details can be confirmed, in addition to details of appearance the PV panels to be used and triggers for their installation.

Heritage

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

Flood Risk and Drainage

- 7.81 The NPPF (paragraph 163) indicates that local planning authorities when determining planning applications, should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where it can be demonstrated that the most vulnerable development is in areas of lowest flood risk, and where development is appropriately flood resilient and resistant. Core Strategy policy CS18 expects development proposals to reduce the overall and local risk of flooding and demonstrate that they are adequately defended and safe over their lifetime. Core Strategy policy CS19 seeks proposals to build in resilience to the effects of climate change, including flood risk.
- 7.82 The wider Ebbsfleet Green site has undergone a significant amount of technical design in respect of drainage. The primary concern in relation to this application is to ensure that any development changes are appropriately provided for within the drainage scheme for the wider site. The application is supported by a drainage statement for the site. KCC Flood Management has reviewed the proposals and are happy for condition 43 relating to drainage to be discharged. A condition has been recommended to ensure that there will not be any conflicts between tree planting and proposed geo-cellular storage features located under parking courts. KCC have also requested that a condition be imposed to secure a verification report once the drainage equipment has been installed.

Biodiversity and Ecology

- 7.83 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. Policy CS12 supports proposals that conserve, enhance and promote biodiversity to ensure no net loss of biodiversity within the Borough.

- 7.84 The details of ecological works, mitigation measures and monitoring have been secured under the outline permission. The Ecology officer has confirmed that the phase 2c proposals are not located within an area which provides the habitat for the protected species mitigation as agreed and approved at the outline planning permission stage. The site is located adjacent to the central linear park which provides some ecological connectivity and the plans demonstrate that a native species hedgerow is to be planted on the boundary between phase 2c and the linear park. In response to comments received from the Ecology officer, the applicant has updated the Landscape Management to align with officers' suggestions regarding the maintenance of hedgerows in this location. It should be noted that the Ecology Officer raises no objection to the proposals.

Habitats Regulations Assessment (HRA) Screening

- 7.85 Policy DP25 of the DDPP requires large residential developments located within 10km of the North Kent European Protected Sites (that are located outside the Borough), to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features.
- 7.86 Article 6(3) of the Habitats Directive requires screening to be undertaken on a precautionary basis to assess the likely impact on a protected site. Where a likely impact is established, an Appropriate Assessment (AA) will be required. The applicant has acknowledged that an Appropriate Assessment is necessary under the Habitat Regulations and has confirmed that the necessary information to carry out the assessment is already available within the application. In this instance, the development is located within the 6-10 km zone from the South Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar Site, both European Sites designated due to important assemblages of wintering water birds. An Appropriate Assessment has been carried out by competent authority, in this case, Ebbsfleet Development Corporation, in its role as Local Planning Authority.
- 7.87 Progress in understanding potential recreational impacts in north Kent has enabled a study (the Dartford Study) of the approach that can be taken to protecting European sites in Dartford. The Dartford study sets out a practical approach that the Planning Authorities in Dartford Borough can incorporate into planning determinations that enable development proposals to meet regulatory requirements. Consequently, where mitigation measures are required a tariff per house (within the 6-10km zone) is applied in accordance with the Strategic Access Management and Monitoring Strategy (SAMMS), equating to £2,102.94. The applicant has confirmed the tariff would be paid and the contribution would be secured via a s106 Unilateral Undertaking. As such, the recreational impact of the development on North Kent European Protected sites is considered to be sufficiently mitigated. Natural England has been consulted on the proposals and have advised that on the basis of the appropriate financial contribution being secured, Natural England concur with EDC officers' conclusions. The officer recommendation is made, subject to the contribution being secured.

Condition 26

- 7.88 Condition 26 of the outline approval requires details of all piling and foundations requiring excavation, together with an assessment of the impact that such works would have on groundwater and details of how the quality of groundwater would be maintained. The findings of the submitted assessment have been reviewed by Environment Agency and are considered to be acceptable.

Building for a Healthy Life Assessment

- 7.89 Paragraph 129 of NPPF states that Local Planning Authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of the development. These include design advice and review arrangements and assessment frameworks such as Building for Life.
- 7.90 A Building for a Healthy Life Assessment of the scheme has been undertaken by EDC officers. This is a design tool to measure and assess good design for new homes are supported by the house building and architectural industries as well as Government and Local Authorities. The proposed development is considered to perform reasonably well against the assessment criteria, achieving 9 Greens, 3 Ambers and no Reds. The development is considered to achieve Building for a Healthy Life.

Integrating the Neighbourhood			
01 Natural Connections	02 Walking, cycling and public transport	03 Facilities and Services	04 Homes for everyone
Distinctive Places			
05 Making the most of what's there	06 Memorable Character	07 Creating well defined streets and spaces	08 Easy to find your way around
Streets for All			
09 Healthy Streets	10 Cycle Parking and Car Parking	11 Green and Blue Infrastructure	12 Back of footpath – front of house

Crime Prevention

- 7.91 In accordance with s.17 of the Crime and Disorder Act 1998, due regard has been had to the need to secure design that helps avoid crime. It is considered that the layout and design of the scheme follows these principles in creating a safe and secure environment.

8.0 FINANCIAL CONSIDERATIONS

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

9.0 HUMAN RIGHTS

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

10.0 PUBLIC SECTOR DUTY

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

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

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

11.0 RECOMMENDATIONS AND CONCLUSIONS

- 11.1 The reserved matters do not substantially deviate from the principles and parameters established by the outline planning permission, and where the development proposals do so, this has been deemed appropriate. It is considered that the applicant has sufficiently demonstrated that the development proposals takes account of the opportunities and constraints of the site to deliver a scheme that responds positively to its context.

- 11.2 The application has undergone extensive negotiation and revisions to achieve design improvements which are now deemed to align with the principles set out in EDC design guidance. 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.

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