

Reference: EDC/20/0002

Site Address: Education Hub
Alkerden
Eastern Quarry
Watling Street
Swanscombe Kent

Proposal: Details of Reserved Matters (access, appearance, landscaping, layout and scale) for the construction of an 8 Form Entry Secondary School, 2 Form Entry Primary School, Dual Use Sports Centre and Sport Pitches and associated infrastructure, together with associated hard and soft landscaping, play areas, car and cycle parking, and ancillary works pursuant to Conditions 2, 25, 28 and 32 of planning permission EDC/17/0048.

Applicant: Eastern Quarry Ltd.

Parish / Ward: Ebbsfleet

SUMMARY:

This application relates to land falling within the Eastern Quarry (EQ) development site which benefits from planning permission for up to 6,250 dwellings and associated infrastructure including community and leisure uses. Parameters established in the outline consent have been drawn down through a series of supporting documents which identify this application site for development for an education campus.

This application seeks reserved matters approval for the construction of a 2 form-entry primary (2FE) school with nursery, 8 form-entry (8FE) secondary school, dual use sports centre and pitches including an all-weather 4G pitch, 4 x football pitches, cricket pitch & running track and 3 x tennis court MUGA.

This is the first application to come forward in Alkerden Village and marks a key milestone in the delivery of EQ. The proposal will deliver an incredibly important piece of infrastructure for education and community needs that will create an anchor for the Alkerden Market Centre, Alkerden Village and the wider development site.

The location of the site is hugely sustainable at the geographic and spatial heart of EQ, directly fronting the Fastrack corridor and being extremely well-connected to wider movement networks including pedestrian and cycle routes. It is anticipated 100% catchment of primary school children will be within a 5 minute walk and 92% catchment of secondary school children within a 15 minute walk from the campus. The sustainable location lends itself to an ambitious approach to drop-off where provision will be made only for nursery school children, as a response to healthy living and sustainable travel initiatives embedded in national, local policy, EDC design guidance and the Area Masterplan. Delivery of the Market Centre in Alkerden adjacent to the site will provide several community and commercial enterprises together with centralised parking areas which, should they need to drive, will be accessible for parents to park off-site.

The application demonstrates a strong commitment to design quality at every scale, from the strategic masterplanning of the campus and its integration into the masterplan of the surrounding village, through to the consideration of ventilation and solar access of individual classrooms and the operational set-up and capabilities of each outdoor learning space. The scheme delivers on Building for a Healthy Life assessment scoring 11 greens and 1 amber.

The urban design of the scheme is exemplary, balancing the security and safeguarding needs of a modern school with the ambition to use the buildings to open up visual connections with the community and frame surrounding streets. The secondary school's southern and western facades provide the school's public face onto the Fastrack boulevard, with generous glazing, and richly articulated facades providing a dramatic and engaging appearance. The ambition for design of the proposal delivers generously-sized accommodation 12% over the DfE/ESFA standards and a dual use sports centre which is 790m² above the obligation required by the S106. The layout responds to the steep topography of the site and reconciles the huge complexities of the secondary, primary and nursery programmes within a well-structured and legible campus, with distinctive and characterful buildings providing landmarks for the village.

The architecture is carefully considered, richly referencing local colours, textures and agricultural built forms, with a touch of whimsy that adds an element of fun in places. Each facility has been articulated with its own design language, informed by agricultural vernacular and the materiality and process of chalk and the quarrying industry, to create buildings distinctive, characterful and rooted in their place. An equivalent level of care and consideration has also been shown in the environmental performance, with both schools managing to achieve a BREEAM Excellent target rating, a worthy achievement for a building of this scale and complexity, particularly for a school building and beyond the minimum level required by framework design guidance established under the outline consent.

A bespoke design evaluation framework was developed using post-occupancy evaluations of secondary school buildings and reviewed by an independent school design advisor at pre-app. The scheme scores highly across organisational structure, accessibility, pedagogical approach, architectural expression, robustness and flexibility. The buildings have also been benchmarked against the London Legacy Corporations Inclusive Design Standards, performing very well and managing to resolve the complex levels of buildings and outdoor spaces to ensure inclusivity of access throughout most of the school.

Overall, the scheme is very well resolved, performing strongly against all urban design, architecture, sustainability and accessibility evaluation frameworks that were assessed, and well-aligned to EDC's own design guidance on architectural character, landscape design and sustainable travel. The scheme delivers on Garden City principles for the 20th century through a well-considered and imaginatively designed scheme which offers employment opportunities in close proximity to homes, and design focus on sustainability using energy positive technology with an orientation toward public transport.

The applicant has worked closely with the Trust and the EDC to put forward a successful scheme which complies with local and national policies, the Ebbsfleet Implementation Framework and the Alkerden Area Masterplan.

The application is therefore recommended for approval.

RECOMMENDATION:

Approve planning permission subject to the following:

- (i) imposition of the planning conditions and informatives as set out below with delegated authority to the Chief Planning Officer to make minor changes to the wording;
- (ii) completion of a deed of planning obligation under s106 of the Town and Country Planning Act 1990 (as amended) within 3 months of the date of the EDC planning committee resolution (unless an extended period is agreed in writing by the Chief Planning Officer) to secure off-site parking provision for a total of 41 spaces as detailed in the application.

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 and Documents

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

[LIST OF RELEVANT DRAWINGS / REPORTS / CORRESPONDENCE TO BE COMPLETED]

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

Prior to Development Above Foundation Level

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

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

4. Notwithstanding the details submitted with the application, no development above foundation level shall take place until details of the specification and appearance (including samples where requested by the Local Planning Authority) of the hard surfaces, street furniture and boundary enclosures (including car parking barriers) have been submitted to and approved in writing by the Local Planning Authority. Details of street furniture shall include benches with backrests or armrests and details of the appearance, style and type of proposed lighting.

The submitted details shall accord substantially with Drawing No. xxx and shall include details of measures for demarcating vehicle parking spaces. The development shall be carried out in accordance with the approved details to be implemented in full prior to any building hereby approved first being brought into use.

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

Informative: In order to break up the expanse of tarmac, it is highly recommended to incorporate public art or visual interest into the hard surfacing / create relief in the consistency of hard surface materials.

5. Notwithstanding the details submitted with the application, no development above foundation level shall take place until the following soft landscape details have been submitted to and approved in writing by the local planning authority:

- a) Detailed soft landscaping and planting plans include full details of all planting, including species, size, form/habit, density and a full planting specification. Details of boundary planting along the western edge (adjacent to the acoustic fence) shall include native specimen trees in place of the semi native specimen shrubs, where possible. Details of boundary planting along the northern, eastern and western boundaries of the sports pitches shall include additional specimen tree planting to those shown on the approved plans, where possible;
- b) full detailed design and construction drawings to include the make-up of raised planters to the courtyards, the stepped amphitheatre and roof terrace gardens;
- c) Details of landscaping along the eastern access road, including relationship with street lighting;
- d) Measures to promote biodiversity enhancement within the areas of native species to include bat and bird boxes and log piles;
- e) A detailed landscape management plan covering the first 5 years post implementation (and in perpetuity)

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

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

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

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

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

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

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

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

- 8. No development above foundation level shall take place until details of the 3m pedestrian route on the northern side of the western access has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details prior to the opening of any building hereby permitted.

Reason: To ensure provision is made for cycle connections between the public cycle route and into the site.

Prior to First Opening

9. Prior to the first use of either school hereby approved, details of measures to alleviate parking demand and encourage sustainable travel to and from the site, building on the principles of the initial Car Park Management / Travel Plan submitted with the application, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details at all times.

Details should include consideration of lift-sharing for pupils and staff, 'walking buses' from the centralised car parks in the market centre, communication to staff arriving by car via the eastern access only and availability of showers and lockers for staff to be provided in the sports centre and how refuse vehicles, management of coach and delivery vehicles. In respect of car park management, details of how the school will manage pickup and drop off, measures to prevent parking up on the main road outside the school including times barriers will be operational and the appointment of dedicated member(s) of staff to be present at peak times should be included.

Thereafter, a yearly review of travel to and parking at the site together with details of any further measures that maybe required as a result of the review shall be submitted to the Local Planning Authority for agreement for a period of 5 years following full occupation of the schools. Any further measures agreed shall be implemented in accordance with the agreed details.

Reason: To ensure the free flow of traffic around the stie and in the interests of sustainability and protect the amenities of the area in accordance with Dartford Development Policies Plan Policy DP3.

Informative: As set out in the application, the central control point barrier from parking circulatory into the main site to be in place permanently, other than between 18:00-22:00 during weekdays, and at weekends, when the control will be removed to allow public vehicular access to the main parking areas to be used for pre-booked activities on site. Access to the site from the south east to be controlled between the hours of 0700-1800, with access prohibited between the hours of 1800-2200 and at weekends.

10. None of the buildings hereby approved shall be brought into use, until the area shown on the approved Parking Strategy plan (dwg DE_358_P_001) as vehicle parking space, including circulatory to the western entrance, has been provided, surfaced, drained and marked out. Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any order revoking and re-enacting that Order with or without modifications.

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

11. Details showing 10% active (7kw) and 10% passive (ducting and cabling) electric vehicle charging points shall be submitted to and approved in writing by the local planning authority. The approved details shall be delivered on site prior to the first opening of any building here by approved and active charging points shall thereafter be retained in working order at all times.

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

12. The buildings hereby approved shall not be brought into use, until details of secure, cycle and scooter parking stands (including green roof to central cycle parking area), together with location of scooter parking to accord substantially with the approved cycle parking strategy plans (dwg DE_358_P_002), 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 which shall be made available prior to the first opening of any building hereby permitted. The cycle parking shall be maintained thereafter.

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

13. Prior to the first opening of the schools hereby approved, all access routes as set out in the submitted Year 1 access plan (dwg DE_229_WS_900 'DE-229- Market Centre/ School and Fastrack Year 01') including completion of the full extent of the eastern access road shall be completed and made available for use. The western access and pedestrian access to the north-western corner shall be made available for vehicular access prior to the second year of opening in accordance with the submitted plans (dwg DE_229_WS_900 'DE-229- Market Centre/ School and Fastrack').

Reason: To ensure appropriate access is achievable and to protect the amenities of the area in accordance with Dartford Development Policies Plan Policy DP3.

14. Prior to the first opening of either of the schools hereby approved, a Stage 1 Road Safety Audit for the eastern access road shall be submitted to and approved in writing by the local planning authority and the development carried out in accordance with the approved report.

Reason: In the interests of highway safety.

15. The mechanical plant shall be installed in accordance with the details as set out in the Acoustics Planning Report by Hoare Lea submitted with this application.

Prior to first opening of either school to which the plant relates, an acoustic assessment shall be carried out for the plant noise to demonstrate the plant installed meets the approved design details and acoustic levels assessed. Should the plant fail to meet the requirements of a BS 4142:2014 +A1:2019 acoustic assessment then mitigation measures shall be implemented or replacement plant shall be installed prior to occupation in accordance with details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of protecting amenity.

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

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

17. The grass playing field pitches shall be constructed and laid out in accordance with the approved drawing no. DE_358_L_001 Rev A and with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011), and shall be made available for use before first use or occupation of the development hereby permitted.

Reason: To ensure the quality of pitches is satisfactory and they are available for use before development (or agreed timescale).

18. Prior to installation, full details of the construction of the Artificial Grass Pitch including plans, elevations and sections shall be submitted to and improved in writing by the Local Planning Authority following consultation with Sport England and the development shall thereafter be carried out in accordance with the details as approved for use before first use or occupation of the development hereby permitted.

Reason: To ensure that the AGP is fit for purpose and available for use before development (or agreed timescale).

19. Full details of the external storage to be provided in association with the pitches shall be submitted to and approved in writing by the local planning authority. Details shall include location, design and materials and shall demonstrate it is sufficient to contain the equipment related to the outdoor sports pitches and other facilities. The development shall be carried out in accordance with the approved details prior to the first opening of any building hereby approved.

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

20. Full details of the substation shall be submitted to and approved in writing by the local planning authority. Details shall include location, design and materials and the development carried out in accordance with the approved details prior to the first opening of any building hereby approved.

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

21. Details of boot storage and/or boot cleaning facilities shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details prior to the first opening of the schools hereby approved.

Reason: In order to ensure an acceptable standard of development upon completion and to prevent dirt being trodden through the sports centre, in accordance with Dartford Development Policies Plan Policy DP2.

Informative: Details in relation to boot cleaning or storage shall ensure dirt is not transferred into the sports centre from outside, particularly following use of the pitches.

Post Completion

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

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

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

23. Within 3 months of the sports centre first being brought into public use, a detailed Community Management Strategy for the dual use sports centre, pitches and tennis MUGA shall be submitted to and approved in writing by the Local Planning Authority.

The Strategy shall substantially accord with the approved Framework Management Strategy (August 2020) submitted with the application and shall include full details of the objectives set out therein, including pricing (which shall cover comparisons with other facilities in the area), marketing, and a review mechanism to enable alternative measures should the sub-committee disband or fail to meet the identified objectives. The facilities shall thereafter be managed and operated in accordance with the approved strategy.

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

Informative: In accordance with the Framework Management Strategy, the detailed Community Management Strategy shall be drafted in conjunction with the Sub-Committee or other such advisory body to be set up.

Other/Compliance

24. Prior to installation of any lighting associated with the outdoor sports facilities, a scheme setting out the type, design, lux levels and measures to control glare and overspill light along with measures to ensure such lights are switched off when not in use shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall operate in accordance with the approved scheme and shall be installed prior to the first use of the outdoor facilities.

Reason: To balance illuminating the artificial grass pitch and running track for maximum use with the interest of amenity and sustainability.

25. Before the natural turf grass pitches and the Artificial Grass Pitch are brought into use, a Management and Maintenance Scheme for the facilities including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority, in liaison with Sport England. For the Artificial Grass Pitches this shall include measures to ensure the replacement of the Artificial Grass Pitch within a specified period. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the grass and Artificial pitches

Reason: To ensure that a new facilities are capable of being managed and maintained to deliver facilities which are fit for purpose and sustainable.

26. Broadband connection with gigabit capability will be provided to all approved buildings and be operational prior to the first opening of the building to which the broadband connection reflows.

Reason: In the interests of effective operation and sustainability.

Informative: For clarification, gigabit capability means faster than average broadband speeds, allowing download speeds of 1 gigabit.

27. Provision of utilities including electricity, water, foul water drainage and gas (where relevant) shall be delivered to the area of hardstanding north of the parking area to the pavilion safeguarded site and shall be available upon first opening of any building hereby approved.

Reason: To safeguard future provision.

INFORMATIVES:

1. CONTAMINATION

The applicant is reminded of the requirements as identified under discharge of condition application reference EDC/19/0112 in relation to contamination:

'Part 2 of the condition can be met for Areas A, B, C and D with the exception of site investigations that will be required post-earthworks to establish the risk from ground gas. The earthworks specification requires a watching brief and additional testing for asbestos in made ground soils. Part 3 is met for Areas A, B, C and D with the exception of ground gas risk assessment and any remedial measures required to mitigate ground gas risks... A separate application for approval of the details described above is required for full approval of Part 3 for Areas A, B, C and D as identified by this application...The ground gas site investigation, risk assessment and remedial design should be provided for approval prior to commencement of construction of structures at the site. Parts 4 and 5 of condition 34 are also outstanding for all areas of the site and will require a separate application.'

These details will require approval prior to implementation of the campus.

2. TRAFFIC REGULATION ORDER (TRO)

In order to prevent parking on the adjacent access road, the applicant is encouraged to secure a TRO. Similar restrictions as those in place in Castle Hill should be extended to roads in Alkerden from the point they become open for use by the public.

3. SOUTHERN WATER

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](https://www.thameswater.co.uk/buildingwater)

4. KENT HIGHWAYS

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

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

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

5. ADDITIONAL DOCUMENTS

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

- **...TO BE COMPLETED**

6. 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 must be complied with.

7. 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.

8. 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.

9. POSITIVE AND CREATIVE APPROACH TO DECISION MAKING

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

- The applicant/agent was provided with pre-application advice;
- The applicant/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 as per an agreed extension

1.0 SITE CONTEXT AND PROPOSAL

1.1 Background

- 1.1.1 The application site is formed of an area of brownfield land situated within the Eastern Quarry (EQ) strategic development site in Ebbsfleet Garden City.
- 1.1.2 EQ, which measures some 270ha in area, is bounded to the south by the A2, the B255 and Bluewater shopping centre to the west, and Alkerden Lane and the settlements of Greenhithe and Swanscombe to the north. Outside the boundary of EQ, the Northfleet West Sub Station site (known as Ebbsfleet Green) being developed by Redrow, is located to the southwest.
- 1.1.3 Former quarrying activity at the site has created a dramatic landscape with steep chalk cliffs around perimeter. Much of the site has been backfilled with Thanet Sand over the worked chalk but there are still considerable land level differences between the quarry floor and the site's surroundings. The general topography of the site falls from north to south.
- 1.1.4 The variations in levels limit vehicular access into the site. The main accesses are from Watling Street at the south which provides access to the 'Washmills' area containing buildings associated with the quarry activities, and two accesses leading from the east from Southfleet Road.
- 1.1.5 There are large bodies of water within the site comprising a large lake to the west resulting from quarrying activities and a man-made lake along the southern boundary in Castle Hill.
- 1.1.6 Outline planning permission was granted for EQ for residential development together with associated open space, social infrastructure and employment floorspace in 2007 and then varied in 2013 with all matters reserved for later consideration. A second variation to the

outline approval was granted in March 2018. The outline permission allows up to 6,250 residential dwellings and up to 231,000 square metres of built floorspace for business premises; education community & social facilities; hotel; supporting retail and leisure facilities.

- 1.1.7 The extant masterplan for EQ takes the form of three connected villages. The first village to come forward is 'Castle Hill' at the eastern end of EQ. Detailed consents have been granted for the vast majority of this village. Occupations are nearing 1000 homes while construction continues towards the southern end of the village to meet the c.1600 final village capacity.
- 1.1.8 EQ is now at a pivotal stage as focus moves to the central and western villages known as Ashmere and Alkerden. Planning permission has been granted for the first phase of Ashmere (west village) together with a new road tie-in from the existing Hedge Place roundabout, currently under construction. Pre-application discussions are also underway in respect of several parcels across both villages.

1.2 Site Description

- 1.2.1 The application site is located in the middle of Alkerden village at the centre of EQ.
- 1.2.2 The application site is currently vacant and occupies an area of 11.2ha. Approved earthworks and preparatory works have been undertaken to form the development platform and seeded to prevent dust. There is a sloping gradient across the site of approximately 14m.
- 1.2.3 The site is located on the Fastrack corridor and will be directly adjacent to the Alkerden Market Centre which the intention to form a vibrant and active space in conjunction with the Education Campus. The Market Centre is anticipated to comprise a mixed use scheme including a civic hub consisting KCC services and other community leisure provision. Residential development is planned around the perimeter of the application site and further residential development is to be located south of Alkerden centre and Fastrack corridor towards the existing lake.

1.3 Proposal

- 1.3.1 The application seeks approval for reserved matters (access, appearance, layout, scale and landscaping) pursuant to the extant outline permission for EQ Eastern Quarry for the construction of an education campus to consist of the following:
- 2FE primary school (446 pupils), including maintained early years provision of 26 pupils and 120m² Multi-agency space for use by the County Council (to be used for Special Educational Needs)
 - 8FE (11-18) Secondary School (1680 pupils), including 6th form and a 25 place specialist resourced provision (SRP) for pupils whose primary barrier to learning is a diagnosis of Autism.
 - 2687m² dual use sports centre with 4-court sports hall (692m²), dance studio, fitness suite, viewing gallery and café/bar
 - Dual use sports pitches including an all-weather 4G pitch, 4 x football pitches, cricket pitch & running track
 - Associated hard and soft landscaping, play areas, car and cycle/scooter parking including a 3 x tennis court MUGA to the secondary school which will also be accessible to the public.

- 1.3.2 In terms of employees, the following is anticipated:
- Secondary school – 130 FTE by 2028 / 2029
 - Primary school – 31 FTE by 2027 / 2028
 - 6 FTE for sports facilities and café, subject to further review
- 1.3.3 It is intended that the various uses on site will open as follows :
- Primary and secondary schools (including nursery, creche, multi-agency space) – usual school working hours, assumed to be 0700-1800
 - Community sports centre including playing pitches – outside school operating hours, assumed to be 1800-2200 weekdays & 0800-2200 weekends during term time; and 0800-2200 all week during school holidays.
- 1.3.4 The application is being made by the landowner on behalf of the Alethia Anglican Academies Trust who have been selected by KCC as operator of both the primary and secondary schools. Delivery of the campus is to be funded by the landowner and transferred to KCC.
- 1.3.5 As required by the Education Strategy secured under the outline consent, the owner is required will meet a certain level of fit-out for each of the school buildings which will be complemented by the LEA's (KCC) obligations. The owner's obligations include the buildings, external treatments including lighting and boundary treatment, fixed furniture and ICT provision including broadband and phone lines. The LEA will be responsible for provision of the loose furniture and ICT hardware.
- 1.3.6 In terms of Broadband, fibre to the site will be delivered which has gigabit capacity (faster than average broadband speeds, allowing download speeds of 1 gigabit). The contractor will install all the necessary ductwork as part of the main construction works while the Trust will arrange with their chosen provider to install the broadband connection.
- 1.3.7 It is intended the education campus would provide wraparound childcare (8am-6pm, all year round) and as operator of both the primary and secondary schools, the campus will be set up as an 'all-through school' (i.e. combining the two stages of a child's education in one establishment, providing full-time education to children between the ages of 3 and 19 within a single management structure and on the same site). Engagement with the Alethia Trust has been undertaken throughout the design process which has helped shape the design brief.
- 1.3.8 The S106 requires that an Education Review Group (ERG) is established as a platform for discussion on the methodology for the delivery of education facilities, identifying demand for the education facilities and any other matters, as agreed, and consisting of a panel of 3 members comprising 1 appointed by the EQ Owner, 1 appointed by EDC and 1 appointed by the County Council. Pre-application discussions have been facilitated through the ERG.
- 1.3.9 In terms of phasing, it is intended that all site construction is undertaken at the same time with opening of both the primary and secondary school for September 2023 on a phased basis. Internal fit-out will be completed to accommodate the number of pupils which will be determined by KCC and the Trust in response to demand. The logistics by which this will be achieved is in discussion with applicant and the Trust.
- 1.3.10 It is anticipated the primary school will open with 60 Year R pupils and potentially 30 Year 1 pupils, with a similar number of additional places added each year as the school grows.
- 1.3.11 The current phasing assumptions for the secondary school are as follows:

Secondary Provision:

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-2030	2030-31
Year 7	120	120	120	240	240	240	240	240
8	60	120	120	120	240	240	240	240
9	60	60	120	120	120	240	240	240
10		60	60	120	120	120	240	240
11			60	60	120	120	120	240
12				48	90	90	90	180
13					48	90	90	90

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

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

1.3.13 Details relating to part g) schedule of open space; i) public art; and k) television receivers are not relevant to this application. Open spaces adjacent to the application site are being delivered by Henley Camland as part of the overall site delivery. The AMP identifies potential broad locations for public art which does not include the application site and is being delivered under a separate site-wide strategy. The school operator has advised television receivers are not necessary.

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

1.3.15 In accordance with condition 32, details of the management and maintenance of the dual use community facility has been submitted for the development.

2.0 RELEVANT PLANNING HISTORY

2.1 High Level Permissions

2.1.1 DA/03/1134/OUT Outline permission for a mixed development comprising up to 6,250 dwellings and up to 231,000sq metres of built floorspace for: business premises; education; community & social facilities; hotels; theatre; & supporting retail & leisure facilities & associated works.
Approved 13.11.07.

2.1.2 DA/12/01451/EQVAR S73 application for the variation of conditions of DA/03/1134/OUT to reflect a revised disposition of land uses across the site.

Approved 18.01.13.

- 2.1.3 EDC/17/0048 Application for variation of conditions 3 & 4 Attached to planning permission reference no. 12/01451/EQVAR for a mixed-use development of up to 6,250 dwellings & up to 231,000 square metres of non-residential floorspace with associated infrastructure and open space; to allow for the substitution of approved parameter plans and documents under condition 3 and revised strategies under condition 4. Approved 28.03.18.
- 2.2 Discharge of Outline Conditions
- 2.2.1 EDC/18/0065 Application for approval of condition 10 attached to outline planning permission reference no. EDC/17/0048 relating to the Site Wide Master Plan. Approved 19.12.18
- 2.2.2 EDC/19/0006 Application for the Discharge of Condition 11 attached to the planning permission reference no. EDC/17/0048 relating to the submission of a Waste Management Plan. Approved 21.03.19
- 2.2.3 EDC/19/0035 Application for the discharge of condition 12 attached to planning permission reference no. EDC/17/0048 relating to the Water Management Plan. Approved 14.06.19
- 2.2.4 EDC/18/0091 Application for approval of condition 14 (a-b) pursuant to outline planning permission reference no. EDC/17/0048 relating to an archaeological field evaluation report, written timetable and safeguarding measures. Approved 18.06.19
- 2.2.5 EDC/17/0132 Application for approval of condition 15 attached to planning permission reference no. EDC/17/0048 relating to the Bio-Diversity Action Plan (BAP) implementation programme. Approved 20.12.18
- 2.2.6 EDC/19/0027 Application for the discharge of condition 16 attached to planning permission reference no. EDC/17/0048 relating to the submission of the utilities Framework. Approved 31.05.19
- 2.2.7 EDC/18/0195 Application for the discharge of conditions 19 & 20 attached to planning permission reference no. EDC/17/0048 relating to the submission of the Area Masterplan and Area design code for the Alkerden area. Approved 19.06.19
- 2.2.8 EDC/19/0114 Application for the discharge of conditions 23 and 24 attached to planning permission reference no. EDC/17/0048 relating to the Sustainable Construction Code and Water Conservation Plan. Approved 15.11.19

- 2.2.9 EDC/19/0112 Part approval of condition 34 (Parts 1, 2 & 3 relating to areas 'C' and 'D'; together with updated remediation strategy for areas 'A' and 'B' as an update to planning permission EDC/18/0031) and full approval of condition 35, both pursuant to planning permission reference no. EDC/17/0048 relating to Contaminated Land Assessment and Code of Construction Practice.
Approved 21.05.20
- 2.3 Other Applications
- 2.3.1 EDC/18/0086 Reserved Matters Application pursuant to Conditions 2 and 18 of planning permission reference no. EDC/17/0048 relating to advanced infrastructure works in the form of land forming and earthworks within the Central and Western villages (excluding Alkerden Farm).
Approved 06.03.19
- 2.3.2 EDC/19/0004 Housing Implementation Strategy pursuant to S106 attached to outline planning permission EDC/17/0048.
Approved 31.05.19.

3.0 PUBLICITY AND REPRESENTATIONS

- 3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list.
- 3.2 Neighbour notification letters were sent to local addresses. The proposals were advertised on site via 7no. notices and publication in a local newspaper for the following reason:
- Major development
- 3.3 Site Notice expiry date: 30.01.20
- 3.4 Press Notice expiry date: 30.01.20
- 3.5 2 letters of representation have been received in objection to the application and raising the following concerns: -
- Development is too high, akin to a 60s tower block, overshadowing the local residential setting;
 - Inadequate access, drop off and pick up of children are flawed for pedestrians using public transport or vehicles. The walking route does not pass through the site as the master-plan suggests as this will be through the middle of the school.
 - Accessibility around the site is of huge concern as the stepped nature of the development and the enclosed courtyard provides cumbersome routes for impaired users.
 - Opening times for community use facilities unclear; since a large facility is being built this should be open all day for use by residents.
 - Concern regarding access to the development of EQ in general and level of traffic and speed of vehicles around the Mounts Road access, both whilst work is being undertaken and after the site has been developed.
- 3.6 1 letter of representation neither objecting nor supporting the application, with the following comments:

- Building appearance is a reflection of misunderstood industrial past. There was never a Cement Works in Eastern Quarry.
- Bean secondary school children are currently bussed to Longfield. The proposed Alkerden Secondary School would be much nearer. The delayed access from Watling Street is unsatisfactory
- General queries relating to EDC investment in drinking water and missing designs for the B255 & A296 junctions

4.0 CONSULTATION RESPONSES

4.1 The following organisations were consulted on the application and the following responses have been received and summarised below:

4.1.1 Swanscombe & Greenhithe Town Council
No observations.

4.1.2 Kent Highways
No objection with comments –

1. No Adoption Plans have been provided for review. It is assumed that all landscaping shown will occur within the site boundary, not on the adoptable highway.
2. An indicative location for scooter parking is shown. This is welcomed. It is understood that further details are to be conditioned.
3. Query regarding the alignment of the red line boundary link to the adjacent open space as inconsistent between plans.
4. The plan shows a pedestrian and cycle route between the site and the car park to the south. The drop off was previously agreed to be provided in the car park to the west of the school, but this is not shown.
5. In line with the standards, 372 cycle parking spaces will be provided within the school grounds. A further 54 spaces for public use are located at the southern entrance to the school – along the Fastrack spine. As these spaces are located outside of the school grounds the school cannot promote them for use by staff and pupils. Their location just outside the school boundary is therefore disappointing as pupils arriving along the Fastrack link will need to travel around the outside of the school boundary to access cycle parking on site. This is not convenient or direct and is not on the desire line – something that should be achievable on such a sustainable site where walking and cycling are promoted ahead of the private car.
6. Plan shows there has been an increase in the width of the footway from 1.8m to 2m along the eastern access road. This is welcomed.
7. The email confirms the access road will be subject to a 30mph speed limit with a target design speed of 20mph. This is acceptable.
8. The absence of a Stage 1 RSA was highlighted in my previous response to the Application, where I raised concerns over the difficulty of changing layouts at the detailed design stage. In response, the Applicant has stated that the adjacent parcels are not developed to sufficient detail and therefore a Stage 1 RSA will be undertaken at a later stage, once further detail has been provided. Whilst the specific location of the access points into Parcel 3 and 7 could change slightly, the general layout of the access road to them will remain the same. Parcels 3 and 7 will be reliant upon the agreed access road to the education campus. Therefore, if the access road needs to change as a result of the audit, this may affect the layout of all three parcels. A Stage 1 RSA can be undertaken relatively quickly and gives comfort that the design is considered safe by the Auditor. This is a standard requirement for Applications of this nature.

9. In response to my concerns over the control mechanism of the western access, the Applicant has confirmed that this will be principally controlled by an automatic barrier, with additional staff present at peak times. This is acceptable.
10. With regard to future parking restrictions the Applicant has stated that “the site is covered by a blanket TRO which restricts parking between 8am and 6pm which was historically agreed between KCC and Dartford. Provision and enforcement of the TRO however would occur when the highway is adopted by KCC. In the interim, it is envisaged private parking management will be employed similar to that in Castle Hill. However, when the TRO is in place, it is envisaged the same principles will be applied as in Castle Hill with road signs and plates located as necessary”. The existing restrictions should be extended to the access roads from when they become open for use by the public. As a minimum, the same restrictions should be included in a future TRO application that, if accepted, should come into force from the day the access roads are adopted by KCC. Parking on these access roads should be monitored by the school as part of the Travel Plan / Car Park Management Plan and the restriction extended to cover the breakfast club period, if required. It is understood that a plan has been produced showing the areas that are covered by the parking restrictions. The plan has not been submitted for review although it is understood that this has been requested. If not covered already, the plan should be updated to include the streets surrounding the school and should for part of the submission.
11. The parking provision needs to reflect the demand and it is my understanding that the 35 drop off / pick up spaces are to be provided prior to occupation of the site. No further information has been provided to support a reduction in spaces during this time, therefore 35 spaces must be secured from occupation.
12. As per my previous response, adoption, street lighting and landscape plans (for the adoptable highway) should be provided with the application so their exclusion is disappointing. It is acknowledged that the Applicant is working with the developers of the adjacent parcels to coordinate the strategy and these plans will be provided at the detailed design stage. Again, I would like to highlight the existing lighting and landscaping conflicts that KCC are dealing with on other parcels in this area and must stress the importance of ensuring these are designed to work together.

EDC Officer comment: Extensive consultation has been undertaken with Kent Highways throughout the application including several meetings and a series of formal responses.

In particular, the overall parking strategy, concern for indiscriminate parking around the campus, control and design of accesses, on-site parking provision and delivery of pedestrian and cycling routes have been discussed at length. The comments above are the most recently received.

The following responses are made in relation to the numbered points above:

1. *An plan showing the extent of area intended for adoption has been provided and sent to Kent Highways. Comments are awaited and will be reported as supplementary information as required.*
2. *Location of scooter parking to be secured by condition. Refer to discussion at 6.8.29 below.*
3. *Red line boundary query has been resolved by the applicant. The application makes provision for a path connection into the public open space. Discussions are still underway regarding the final design. Any further updates or changes will be dealt with under a separate RMA.*
4. *Provision of the centralised parking area to be secured by unilateral agreement. A direct link through to the main highway will be sought the same agreement, as necessary.*
5. *Additional cycle parking has now been provided in the large courtyard in the centre of the secondary school. Refer to discussion at 6.8.24 below.*

6. *Discussed at 6.5.33 below regarding the design of tertiary street.*
7. *No comment*
8. *The risk of the absence of a Stage 1 RSA has been highlighted to the applicant.*
9. *Detail to be conditioned*
10. *This is an outstanding concern for Kent Highways. The applicant has confirmed there is not, in fact, a TRO plan covering Alkerden or Ashmere but that the intent is to apply for one imposing similar control to that in place at Castle Hill (restricted on street parking 1000-1100 & 1400-1500; single yellow line parking restriction on the roads). The process by which a TRO is secured is controlled by separate legislation outside the control of Planning, determined by DBC and KCC. The recommendation to seek a TRO can be advised by way of informative. Measures to prevent parking up on the main road outside the school to be secured by condition by way of a Car Park Management Plan.*
11. *Provision of 41 parking spaces to be secured by deed. Discussed further at 6.8.10 below.*
12. *Applicant advised.*

4.1.3 Sport England (Non-statutory role)

Further information requested in relation to the artificial grass pitch (AGP) to ensure it meets the school and community's requirements for hockey. It is confirmed within the additional information that the AGP will be a 4G sports pitch but there is no explanation of what this is other than it will be synthetic and suitable for impact sports. Sport England does not recognise any pitch claimed to be 4G as being a particular or recognisable type of surface or suitable for any particular sport, and there is no indication within the additional application documents that the applicant is clear as to what it is proposing. It is recommended that a condition is attached to any reserved matters approval requiring details of the Artificial Grass Pitch construction and surface to be submitted for approval.

It is recommended that recessed goal areas are provided to the AGP not least since there is no external sports equipment storage proposed near to the pitches and that the AGP fencing is increased from 3m proposed to 4.5m. That would be more consistent with FA and England Hockey recommended standards and also with the 6m sports netting proposed to the south of the pitches to minimise ball strike to adjoining school, pedestrian and parking areas

There are no details of proposed AGP lighting lux levels. England Hockey's guidelines state a minimum of 350 lux for training and match play. Sport England is satisfied for these matters to be subject to planning condition.

I can see that a pavilion was proposed close to the outdoor pitches, north of the parking area in earlier iterations of the scheme as shown in the design and access statement but I cannot see one on the drawings submitted for approval (site plan). Sport England considers that a separate changing block and shoe cleaning facilities are essential close to the outdoor pitches in terms both of capacity and maintaining reasonable standards of hygiene and cleanliness across the site. If a pavilion / change facilities cannot be provided in the first instance then external boot storage / cleaning facilities (and probably external sports equipment storage) should be required as a minimum close to the grass pitches. The provision of outdoor sports equipment stores is therefore welcomed. Full details of their dimensions will be required and should be secured by condition to ensure that they are of sufficient size to contain the equipment related to the outdoor sports pitches and other facilities.

In addition to concerns about ongoing management of the sports centre facility and the cross contamination of indoor areas it appears that there is insufficient changing room capacity within the sports centre to accommodate both indoor and outdoor use. We would recommend that the first floor change areas are accessed directly from the external areas to cater for the outdoor sports without the need to enter the rest of the

building for both school and community use, and that the pupil change areas on the ground floor are made available for community indoor use outside of school hours.

The response regarding the use of pupil changing areas is noted however the LPA should be aware that there is insufficient changing provision on the first floor to accommodate the community use of all of the outdoor areas and the sports hall. This will limit the capacity for community use of the facility.

I can see that the proposal has been tested for accessibility but the drawings suggest there are a number of stepped accesses and the entrance barriers are restrictive. Further clarification is requested as the plans are unclear.

Suggest that reference is made in the management strategy to aligning sport use prices to those of other LA facilities in the Borough.

EDC Officer Comment: The applicant has confirmed a separate storage facility is to be provided adjacent the sports pitches which will be suitable for example to store external sports equipment. Sport England is satisfied for these matters to be conditioned.

The AGP fence has been increased to 4.5m and indicated on the submitted boundary treatment plan. Final details of boundary treatment including design and materials will be conditioned.

In relation to concerns regarding contamination of indoor areas, it is noted ground and first floor changing rooms have access from the relevant floor. However, the layout would involve traversing down corridors, leading to the potential for dirt to be left in circulation areas from dirty boots. It is considered details of a boot store/cleaning facilities mentioned in relation to the pavilion would alleviate this concern and can be required by condition.

The concerns regarding sizing of changing rooms is noted, although it is unclear by how much Sport England considers the provision to be under-sized in the absence of a measurement. However, despite representations made on the floor plans, the building has been designed with a flexibility to configuration of the sports centre. Outside school hours, the 4 main changing rooms and 4 accessible changing rooms split across two floors will be available for use by members of the public. In the busiest scenario with use of all sports hall, fitness suite, dance studios and playing fields, the available changing room space is some 40m² larger than the relevant guidance.

Accessibility has been tested and discussed at 6.5.36 below. The EDC is satisfied level access will be provided.

Comments regarding relative pricing strategy to other facilities in the area are noted and can be picked up as part of the management strategy required by condition.

Conditions recommended by Sport England have been captured in the decision notice above.

4.1.4 KCC Ecology

We have compared the landscaping plans submitted with this application with the Biodiversity Action Plan (BAP) submitted as part of application EDC/17/0132. It's our understanding that the land within the education site is not included within BAP and as such this site does not have any habitat creation or management requirements associated with the BAP.

The BAP has detailed that the ecological mitigation associated with the proposed development site was carried out during Spring 2017 and from our knowledge of the site

we are satisfied that this was implemented and the site has been cleared of all vegetation. As such we are satisfied that there is no requirement for ecological surveys to be carried out to determine this planning application.

The landscaping plan has been submitted and it has confirmed that native species will be incorporated in to the proposed development site – including:

- Native species hedgerow (including trees)
- Meadow grassland area

The meadow grassland area is located adjacent to the sports pitches and within the primary school boundary. We are sportive of this proposal but highlight that the schools must be made of aware of the management requirements for meadow areas – as meadow areas are usually only managed a maximum 2x a year and therefore can be considered messy by site owners. However we do highlight that meadow areas if managed correctly can benefit biodiversity through the increase in food resources available for invertebrates, bats, birds and reptiles.

We recommend that the site includes ecological enhancement features within the areas of native species including bat and bird boxes and log piles.

EDC Officer Comments: The applicant has been advised of the comments in relation to the maintenance of grassland. A response is awaited. Recommendation of ecological enhancements to be conditioned.

4.1.5 KCC Education

As the Local Education Authority, the County Council must ensure provision of sufficient pupil spaces at an appropriate time and location to meet its statutory obligations under the Education Act 1996 and as the Strategic Commissioner of Education provision in the County under the Education Act 2011.

The County Council will commission additional pupil places required to mitigate the forecast impact of new residential development on local education infrastructure generally in accordance with its Commissioning Plan for Education Provision 2020-2024 and Delivering Bold Steps for Education, Learning and Skills Vision and Priorities, December 2013 as amended or replaced from time to time.

The original outline planning application for development at Eastern Quarry was assessed at the time regarding its impact on education provision in the area and it was concluded that within the development a new 8FE secondary school and three new 2FE primary schools would be delivered to meet the demand generated by the planned level of development. In the case of the secondary school the requirement for 8FE provision was based on the school serving the wider Ebbsfleet area and subsequently contributions towards both the cost of building the secondary school and the land costs were secured from the Ebbsfleet Green development on this basis.

The delivery of these schools was secured through planning obligations under s106 of the Town & Country Planning Act 1990 (as amended). Subsequent revised applications for development at Eastern Quarry have retained and reinforced the need for and delivery of these schools and the first of the primary schools (Cherry Orchard Primary Academy) has since been delivered by the developer opening in September 2018.

The County Council has given due consideration to the proposals submitted in the above planning application and has concluded that they would provide the required additional capacity in education provision needed to meet the demand generated by the planned level of development within Eastern Quarry and, for secondary education provision, the planned level of development in the neighbouring Ebbsfleet Green development site. The internal floorspace and layout of both the secondary and primary school on the Education

Campus have been arrived at through extensive discussions with both the County Council and the Trust that will operate the school.

The County Council acknowledges the work that has been done by the developer in the development and design of all the facilities contained within the Education Campus. In particular engagement of the relevant stakeholders through regular meetings of the Education Review Group (ERG) has enabled issues to be discussed and resolved as the design has progressed towards the submission of this application. Subject to the determination of this application it is anticipated that further meetings of the ERG will provide constructive engagement on the phased delivery of the schools.

The County Council, as the Local Education Authority, conducted the competition that led to the Secretary of States approval of Aletheia Anglican Academies Trust (AAAT) as the operator for both schools on the Education Campus. The County Council has welcomed the developer's engagement with AAAT and the flexibility that has been shown in meeting the operational requirements of the Trust.

It is envisaged that the secondary school will open by September 2022 initially providing capacity for 600 pupils (4FE). In due course the secondary school will expand to 6FE (900 pupils) and then 8FE (1200 pupils) as the demand for places evolves in line with the development of Eastern Quarry and Ebbsfleet Green. The primary school on the Education Campus is expected to open a year later than the secondary school and whilst it would be built with the capacity for 420 pupils (2FE) it would open in a phased manner providing classrooms for nursery, reception and year groups as demand requires initially at 1FE (210 pupils) expanding to the full 2FE over time.

It will remain important that as development progresses within Eastern Quarry and Ebbsfleet Green additional pupil places are provided in a timely manner. However, in the commissioning of additional school places it needs to be recognised that the County Council must take into consideration provision planning across a wider area.

The facilities provided for the primary school on the Education Campus are in line with the County Council's requirements for a 2FE school, namely sufficient classrooms and core facilities for 420 pupils with additional facilities for special resourced based provision and a 26-place nursery provision. Similarly, the secondary school would meet the County Councils requirements for an 8FE school in providing facilities for at least 1200 pupils through Years 7-11 with additional facilities for a 6th Form and specialist resourced based provision.

The Dual-Use Sports Centre and Dual-Use Pitches should provide sufficient facilities for use by the secondary school. It is acknowledged that use of these facilities by the community will be primarily outside normal school operating hours. The County Council envisages that arrangements for the management of both facilities will be covered through the lease agreements between the County Council and the developer and AAAT that will need to be completed before the Education Campus is completed.

Finally, the County Council is aware that the developer is required to submit a Utilities Framework for approval by the Local Planning Authority which, among other things, covers broadband provision. The County Council would like to make the EDC aware that the standards for this provision have changed in recent years and that in general the County Council now advises that NPPF (paragraph 112) and the Department for Digital, Culture, Media & Sport require full fibre connection to the premise/gigabit capable for all. If such provision is not already being provided across the Eastern Quarry development, the County Council would request that any planning permission granted includes a Condition requiring the developer to provide "fibre to the premise (FTTP)" broadband connection of gigabit capacity to the schools.

In conclusion the County Council supports the proposals set out in the planning application and looks forward to the continued and constructive engagement with both the developer and the Ebbsfleet Development Corporation on the delivery of the Education Campus.

EDC Officer Comments: These comments were received prior to the subsequent delays in delivery resulting from the Covid pandemic. The opening of the campus is now September 2023. In relation to Broadband, gigabit capacity is to be provided to the site and will be secured by condition.

4.1.6 KCC Lead Local Flood Authority

Satisfied the design complies with the overall master strategy and as such have no objection to the determination of reserved matters.

4.1.7 Environment Agency

We have no comments on access, layout and appearance. The drainage all feeds into the overall site agreed drainage masterplan so there is no infiltration drainage, we therefore have no objection to this proposal and have no further comments to make in respect of the proposed development.

4.1.8 Dartford Borough Council

The Council is pleased to see the submission of details for the education hub at Alkerden, as together with the market centre this will continue the provision of high quality services and facilities to serve the new community coming forward in the area.

The Council's Environmental Health section has reviewed the submission, and some concerns that whilst a maximum plant noise has been specified, the details of the plant (MVHR units and condenser units) have not been detailed. They advise that there has been significant problems when installed equipment and plant have significantly exceeded the indicated noise levels in the original application. They recommend therefore that a condition is imposed if planning permission is granted requiring a post completion acoustic assessment based on actual readings prior to first use of the building to demonstrate the plant meets the design criterion and if it fails to meet the requirements of a BS 4142:2014+A1:2019 acoustic assessment then mitigation measures will be required to alleviate any exceedance.

EDC Officer Comments: Matters of noise are discussed below at 6.19 below.

4.1.9 Kent Police Designing out Crime Officer

Applicants/agents should consult us as local Designing out Crime Officers (DOCOs) to address Crime Prevention Through Environmental Design (CPTED). We use details of the site, relevant crime levels/type and intelligence information to help design out the opportunity for Crime, Fear of Crime, Anti-Social Behaviour (ASB), Nuisance and Conflict. The use of the Secured By Design (SBD) Schools initiative is recommended.

Having reviewed the application on-line, we note the Security Review (March 2019) section 3.11 (page 36) of the Design and Access Statement (DAS), which states:

“Following a meeting with Hoare Lee Security regarding the security of the development, they produced a ‘Security Needs Assessment’ report. The contents of this report meet the requirements of BRE’s BREEAM HEA 06 Security Needs Assessment. The intention of this report was to identify and analyse the security risks to the Alkerden Academy development, produce a comprehensive, but proportionate set of bespoke security design recommendations to mitigate these risks and present them in the form of operational requirements. Main areas discussed and solutions suggested are listed in the summary as shown on this page.”

The External Area – Master Plan External Services Layout (Drawing number EEH_HLL_MP_XX_DR_E_690_4001) states:

“It is the responsibility of the appointed security specialist to confirm the form of the access control point (i.e. intercom station, intercom station with integral card reader, card reader both sides of the gates/door, key locked etc.) as per the final agreed security and access control strategy. “

It is very important that the entrance lobby areas for both schools are fully access controlled with an air lock facility, to protect the access to main school areas.

CCTV should be installed to cover all main entrances exits; elevations and car parking areas.

Lighting should conform to SBD Schools 2014 (under current review) guidance.

Doorsets and windows should conform to SBD Schools 2014.

We welcome a discussion with the applicant/agent about site specific designing out crime.

If the points above are not addressed, they can affect the development and local policing. Current levels of reported crime have been taken into account.

EDC Officer Comments: These initial comments also identified that the Kent Police DOCO team had had no CPTED input with the applicant/agent for the Education Hub and were therefore unable to comment on the detail. Subsequent confirmation has since been provided by both applicant and Kent Police Designing Out Crime Officer under re-consultation that liaison on this development has now been undertaken. Additional information was provided including site security and security floor plans. These were noted by the Kent Police DOCO who confirmed they had no additional comments to make. Security arrangements are further discussed at 6.11 below.

4.1.10 Southern Water

The water supply and sewers services at this location are the responsibility of IWNL [Independent Water Network Limited]. There is an inset agreement/NAV agreement in place between Southern Water and IWNL for the supply of water and sewerage services. The connection/discharge points to the public network and agreed discharge flow rates must comply with inset/NAV agreements terms.

4.1.11 Thames Water

Waste Comments: With regard to sewerage and sewage treatment, this comes within the area of Southern Water PLC.

Water Comments : On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend an informative to be attached to the planning permission in relation to water pressure.

EDC Officer Comments: Recommended informative has been added to decision notice above.

4.2 The following organisations were consulted on the application but provided no comments: -

KCC Archaeology
Kent Fire & Rescue
Ebbsfleet Ward Councillors

5.0 PLANNING POLICY

5.1 Development Plan

5.1.1 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.

5.1.2 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 will be created. The first policies of the plan identify locations for major development at Dartford Town Centre/ Northern Gateway, Ebbsfleet to Stone and the Thames Waterfront. Its objectives are also delivered through the Development Policies Plan which includes more detailed thematic policies.

5.1.3 The policies relevant to the consideration of this application are set out below:

5.1.4 Dartford Borough Council – Core Strategy (2011):

CS1 : Spatial Pattern of Development
CS4 : Ebbsfleet to Stone Priority Area
CS5 : Ebbsfleet Valley Strategic Site
CS9 : Skills and Training
CS15 : Managing Transport Demand
CS21: Community Services
CS22: Sports, Recreation and Culture Facilities
CS23 : Minimising Carbon Emissions
CS25 : Water Management

5.1.5 Dartford Development Policies Plan (DDPP) (2017):

DP1 : Presumption in favour of sustainable development
DP2 : Good Design
DP3 : Transport Impacts
DP4 : Transport Access and Design
DP5 : Environmental and Amenity Protection
DP11 : Sustainable Technology and Construction
DP21: Securing Community Facilities
DP25 : Nature Conservation and Enhancement

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

5.2.1 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.

5.2.2 The following chapters and paragraphs are of particular relevance: chapter 2 - achieving sustainable development; paragraph 54-56 - planning conditions and obligations; chapter 8 - promoting healthy and safe communities; chapter 9 - promoting sustainable transport; chapter 11 - making effective use of land; chapter 12 - achieving well-designed places; chapter 14 - meeting the challenge of climate change, flooding and coastal change; chapter 15 - conserving and enhancing the natural environment.

5.3 DCLG Policy Statement Planning for Schools Development 2011

5.3.1 The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools. The following principles should apply:

- There should be a presumption in favour of the development of state-funded schools.
- Local Authorities should give full consideration to the importance of enabling the development of state-funded schools in their planning decisions.
- Local Authorities should make full use of their planning powers to support state-funded applications.
- Local Authorities should only impose conditions that clearly and demonstrably meet the tests.
- Local Authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible.

5.4 Alkerden Area Masterplan, Area Design Code & Parking Management Plan

5.4.1 The EQ permission consists of several parameter plans and strategies to inform a phased approach to development is this large site.

5.4.2 Drawing down from the suite of strategy documents secured under the outline consent, a combined Area Masterplan (AMP) and Area Design Code (ADC) has been granted for Alkerden village, setting out a clear vision for delivery and high quality detailed design parameters for delivery of the built environment and open spaces.

5.4.3 A Parking Management Plan (PMP) has also been secured which identifies a set of parking levels and control measures to deliver the vision for EQ, which seeks to lower the reliability on private car use and ownership to improve sustainability. Initiatives such as car clubs and public transport orientated measures have been identified to deliver this vision.

5.4.4 The relevant AMP/ADC and PMP are the standards against which all future reserved matters applications are assessed.

5.4.5 The design narrative for Alkerden AMP is focussed on creating a healthy and stimulating 21st century place 'to live, learn and grow'. It is centred around creating 'the heart' of EQ, providing a 'unique, connected, mixed-use community centre in the middle of the development site which provides high quality community infrastructure which will be the focus of EQ.

5.5 Other Guidance

5.6 Other guidance which is also material to the determination to this application includes national design guidance as well as spatial framework documents published by the EDC, as follows:

National Guidance

- National Design Guide
- Building for a Healthy Life

EDC Guidance

- Ebbsfleet Implementation Framework
- Design for Ebbsfleet Guide
- Public Realm Strategy
- Sustainable Travel Strategy

6.0 PLANNING APPRAISAL

- 6.1 The key issues to be considered in connection with this proposal are the principle of development, each of the Reserved Matters (access, appearance, landscaping, layout and scale), together with design quality, parking/highway matters, as well as other matters including management of community facilities, security and safeguarding, sustainability, amenity, and impact on biodiversity and archaeology.
- 6.2 Intrinsic to the assessment of these issues is whether the proposal complies with local and national policy and the overarching aims of the suite of documents secured under the outline permission, notably the AMP and Design Code.
- 6.3 Strategic matters relating to contamination, archaeology and ecology, have been considered under the outline permission and any necessary works or mitigation measures examined under the outline permission, S106 Agreement and associated Strategies. Subsequent details have been approved under the outline conditions. EDC Officers are in conversation with the landowner to ensure the monitoring of these factors is on-going.
- 6.4 Principle of Development
- 6.4.1 Paragraph 94 of the NPPF highlights the importance of having sufficient choice of school places available to meet the needs of existing and new communities. It sets out that local Planning Authorities should take a proactive, positive and collaborative approach to meet this requirement, and to development that will widen choice in education. And should:
- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
 - b) work with schools' promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.
- 6.4.2 The development site lies within one of the key priority areas for development identified within the Dartford local plan. Policy CS1 (Spatial Pattern of Development) identifies Ebbsfleet to Stone for development and seeks to "integrate existing communities with the new facilities that these developments can provide". Policy CS4 (Ebbsfleet to Stone Priority Area) supports the provision of a chain of distinctive and individual but linked communities where development provides a wide choice of jobs, retail, leisure and community facilities. Policy CS9 seeks to deliver on skills and training. Adequate secondary school provision must be regarded as an essential prerequisite to achieving local skills objectives which have widespread support in applicable policies and wider EDC goals.
- 6.4.3 Policy CS21 (Community Services) seeks to ensure that community needs for services are provided in an appropriate location and in a timely and effective way. Community services should be provided as part of major development proposals, where provision is needed to meet the generated demand. The schools and sports provision would be a significant benefit in this respect. Policy CS22 (Sports, Recreation and Cultural Facilities) seeks to extend sports and recreational facilities, specifically identifying the support for existing consents to deliver such facilities at EQ.
- 6.4.4 Delivery of sufficient provision of community facilities to serve the new residents in EQ, as well as existing communities adjacent to the development site, was considered under the outline consent and secured as obligations under the S106.
- 6.4.5 The S106 identifies a secondary school of either 6FE or 8FE depending on demand. This relates to historic negotiations of the S106. The County Council required the provision of an 8FE secondary school to serve the wider Ebbsfleet area but the requirement specifically for Eastern Quarry was around 6FE. The original S106 Agreement reflected this

depending on the option of whether the developer or KCC delivered the school. Subsequently the s106 Agreement completed for Ebbsfleet Green included contributions towards the cost of building the secondary school at Eastern Quarry together with an associated land cost contribution. In light of current conditions and anticipated demand, KCC deemed an 8FE size secondary school is necessary and design principles have therefore been determined by this.

6.4.6 The S106 requirement for the provision of multi-agency space 'for use by the County Council and their providers' is proposed to be used for SEN. The reference to multi-agency space refers to the initial s106 Agreement dating back to 2007 when the County Council looked for space within schools that could be used by other agencies than Education. More recently the County Council views the term multi-agency space, where it still exists, as the provision of SEN or specialist resource provision. The competition for the school operator was clear that SEN/specialist resource provision would be part of both the primary and secondary school. There is no additional requirement on the part of the County Council for any additional multi-agency space.

6.4.7 The provision of a two-form entry primary school with nursery provision as well as a secondary school with dual use sports facilities has already been established by the granting of outline planning permission. However, it remains necessary for this application to demonstrate that the scheme is acceptable in planning terms, and that it accords with the strategies and documents of the outline planning permission.

6.4.8 The proposed development fits within the established vision for the wider site and reflects the detail of the outline permission. Delivery of essential education and community facilities is therefore not only compliant with the established consent for the site but given the policy support, should be given great weight in the consideration of the application. Policy CS5 of Dartford's Core Strategy states that applications for reserved matters will need to demonstrate that proposals will not undermine the principles to be achieved across the site as a whole as set out in the outline consent to which they relate. Therefore, subject to a detailed assessment of scheme-specific issues, the principle is acceptable and accords with Development Plan policies.

6.5 Reserved Matters : Access & Layout

6.5.1 Matters relating to access include consideration of the accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Consideration of layout includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development.

6.5.2 The NPPF encourages sustainable travel and supports opportunities to promote walking, cycling and public transport use (paragraph 102) together with the provision of safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and avoiding street clutter (paragraph 110).

6.5.3 Policy CS15 of the Core Strategy encourages mixed use development and close interrelationship between different land uses as well as the provision of Fastrack to minimise car use and make effective and sustainable use of the transport network. Policy DP3 of the DDPP requires development to be appropriately located to minimise and manage arising transport impacts and DP2.d and DP4 promote the prioritisation of walking, cycling and public transport through clear linkages and permeability as well as requiring spaces to be designed to be inclusive, safe and accessible for the whole community, reducing the fear of and opportunities for crime.

6.5.4 Ebbsfleet Implementation Framework Delivery Theme 3 (Connected People and Places) promotes legible networks and the creation of safe, integrated and accessible transport

systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport while Delivery Theme 1 (Quality Homes and Neighbourhood) seeks to ensure that the design of new neighbourhoods follows good urban design principles to deliver, attractive, safe and efficient layouts that contribute positively toward an appropriate character for Ebbsfleet.

- 6.5.5 The provision of a successful layout is intrinsic to good design which is at the heart of the NPPF core planning principles (paragraph 127). Policy DP2 of the DDPP states good design should facilitate 'a sense of place, with social interaction, walking/ cycling, health and wellbeing, and inclusive neighbourhoods, through a mix of uses and careful design and layout'. This policy seeks to ensure development provides permeability through clear pedestrian and cycle linkages, active frontages, and a fine grain mix of buildings and spaces and requires spaces to be inclusive, safe and accessible for the whole community, reducing the fear of and opportunities for crime.
- 6.5.6 Broad locations and principles for connections and road corridors within EQ have been secured under the outline consent. The Transport Strategy and the site-wide masterplan in particular established the network of streets within EQ to be laid out in a grid network, with the Fastrack corridor in the most prominent and accessible location running east-west right through the middle.
- 6.5.7 The AMP identified and secured a site for the delivery of the education campus on the junction of Fastrack and north-south distributor road. The site is bordered on all sides by parcels identified for residential development, with the far south eastern corner occupying road frontage on the north-south distributor and Fastrack. The site is located in a highly sustainable location at the heart of the central village of the wider EQ development.
- 6.5.8 The layout of the site has been orientated to take advantage of the significant change of levels across the site. The space required to facilitate level playing fields has had a significant impact on layout. The sports pitches have therefore been located towards the north and buildings towards the south. The main parking area is located at the centre of the site between the primary school and pitches. Additional parking is located to the south of the pitches and to the east of the secondary school MUGA, which lies directly east of the secondary school and provides 3 x tennis courts.
- Secondary School
- 6.5.9 The secondary school is located on the southwest corner. Taking advantage of the coding principles set out in the AMP, the location enables this large, 5-storey building to front both main roads and create a prominent flagship development which can be seen from the public street.
- 6.5.10 Design workshops were undertaken by the applicant with the Trust to ensure the layout met operational needs. This has led to some key changes, notably the arrangement of clusters of 8 classrooms with ancillary support spaces to each block, reflective of the 8FE configuration.
- 6.5.11 The layout of the building is broadly rectangular with a large courtyard in the centre providing an area for students to congregate . The secondary school's courtyard layout intelligently embeds the courtyard wings into the south-facing slope, to provide a highly efficient and sustainable layout, and a good range of outdoor spaces for both learning, exercise and socialising. The height and massing of the perimeter block offers a cascade of outdoor teaching spaces set across various roof terraces with elevated walkways and afford students vistas across the quarry to the cliffs and parks on the periphery. The courtyard provides main points of entry into all teaching wings, enabling the courtyard to be utilised as a congregation space before classes.

- 6.5.12 The internal layout is composed of teaching wings where suites for each subject are clustered together, broadly located along the northern and southern wings with administrative and support space along the western edge.
- 6.5.13 The northern aspect of the school is 5m above the southern edge which creates a split level landscape. This lends itself to the creation of interesting features within circulation spaces such as atriums and upper terrace break-out spaces.
- 6.5.14 The SEN classrooms are located at first floor on the north side of the Secondary School in close proximity to the drop off area with their own dedicated entrance close to the parking area. There is also direct access to a dedicated outdoor, covered terrace. The current location for the SEN classrooms is away from the noisiest part of the Secondary School along the Boulevard.
- 6.5.15 Specialist Art and Design Facilities as well as Science department are located along Fastrack in order to help animate the main elevation and the landmark corner of Boulevard and Fastrack.
- 6.5.16 The main school hall is located directly above the main visitors entrance, at first floor, along the Boulevard with direct access to an outdoor terrace that will help animate the elevation. The proximity of the school hall and drama spaces to the main entrance provides a direct route, without compromising the security of the school, enabling use both within and out of school hours.
- 6.5.17 Sixth form classrooms are located on the top floor of the Secondary School, along Fastrack, for direct access to the dedicated outdoors terrace located at the landmark corner of Boulevard and Fastrack where students will benefit from views across EQ.
- Sports Centre
- 6.5.18 The eastern 'block' of the secondary school structure is comprised of the dual use sports centre and associated facilities. It is separated from the main school building to enable secure separation to facilitate use by members of the public outside school hours. However, the orientation of the layout enables internal access to be gained into the sports centre across the internal courtyard from the secondary school or via the elevated walkway to the northeast corner of the secondary school which provides access to the rest of the site. This enables direct access for pupils from without leaving the secure site perimeter.
- 6.5.19 The sports centre block is broadly square in shape with accommodation over two floors. A public reception, café/bar area with kitchen and cold/dry store, and ancillary space including small conference room and office accommodation is located on the ground floor towards the Fastrack frontage. Provision of a café/bar broadens opportunities for community use and events to be held in the hall. The layout also takes advantage of creating an active frontage and opportunities for outside space for tables and seating. Behind a secure line is a 4-court sports hall, several PE stores and separate changing areas for pupils and staff. Separate community changing rooms are located on the first floor together with a fitness suite, dance studio and viewing gallery over the ground floor sports hall. The main circulation space and staircore provide an 'airlock' from the school which allows the school to use the sports centre and school changing rooms simultaneously while the community changing rooms and activity spaces on the first floor are in use. The location of the café/bar along the Fastrack frontage enables spill-out onto the street for chairs and tables.
- Pavilion
- 6.5.20 It is acknowledged the size and layout of the site results in a reasonably significant separation of approximately 200m between the sports centre / changing rooms and the

sports pitches. The impracticalities of having to cross back and forth to utilise the changing rooms before and after accessing the pitches is relevant both to pupils and the public. Sport England's comments identify the impracticalities of this scenario and the addition of a proposed store is acknowledged and welcomed.

6.5.21 It is considered the provision of changing facilities associated with the pitches is paramount to the successful operation for community events and for reasons of practicality and this was raised with the applicant early in the pre-application discussions. In a change to early designs where the sports centre was located on the south east corner, it was relocated to its current position relocated closer to the sports pitches to reduce the distance to the changing facilities.

6.5.22 There is no obligation on the applicant to deliver a pavilion as part of the campus. For the purposes of this application, a space has been left immediately adjacent to the pitches and confirmation has been given that underground services have been design so as to provide utilities to this point in the site to accommodate any future provision of a pavilion.

6.5.23 The S106 requires delivery of 2 off-site community pitches (one all-weather) and pavilion which should be delivered imminently in accordance with occupation triggers. Considerable difficulty has been encountered to find an appropriate location due to the space requirements and availability of land in the area. It is therefore proposed each of the pitches and pavilion are separated and potential solutions have been found for the two pitches. Delivery of the pavilion as part of this obligation may therefore be accommodated within the campus and officers are discussing how to secure this with the landowner.

- Primary School

6.5.24 The primary school is sited along the western boundary, north of the secondary school. The primary school does not have frontage along the public street since the application is set back, separated from the road by a parcel of land identified in the AMP for residential development. There are no design reasons why the primary school should be set away from the public street. This layout follows that established by the AMP and it also aids with safeguarding. The provision of a clear signed entrance will signpost the location of the primary school without requiring a direct visual with the building.

6.5.25 The primary school layout has an orthogonal form, with a main rectangular wing fronting the arrival area towards the east and two separate rectangular wings extending to the rear (westwards). The reception, general office, administrative support, school hall and nursery are located to the main wing on the ground floor with a small library and multi-agency space to be used as SEN classrooms located on the floor above. The main classrooms are located on ground and first floors of the rear wings and clustered according to year groups. The Classrooms are oriented to the north along each of the wings with ancillary accommodation to the southern edge.

6.5.26 The layout of the primary school provides playground space to be delivered in and around the rear wings, providing segregated spaces for nursery/early years from the older children including a MUGA dedicated to the primary school. A central courtyard typology has been adopted for connecting indoor and outdoor spaces. The Nursery is located to the SE corner of the building, with its own outside play area and independent entrance. The location was also determined based to its close proximity to the drop off area. Several access points between the building and playground have been provided, creating good circulation around the site and aiding functionality. Internal spaces have been incorporated between building volumes to provide views out to the playgrounds. Canopies along southern elevations provide shelter for play outside through inclement weather.

- Access

- 6.5.27 Access points into the campus are distributed around the perimeter of the site. The principal entrance to the secondary school building is located along Fastrack, immediately adjacent to the proposed Fastrack stop, taking advantage of the site's sustainable location and orientating focus towards public transport. This entrance is demarcated by a prominent covered 'gateway', created by a gap between the secondary school and sports centre building. It includes a protruding canopy with indicative signage above. It is considered to convey a clear, signposted entrance point in the streetscene, appropriate for a community building. The public access to the sports centre is also located along the Fastrack entrance, as well as the café entrance, enabling the facility to be open to the public during school hours.
- 6.5.28 The need for a direct link through the site from Fastrack through the secondary school to the rear of the site providing access to the primary school was identified in early discussion. This would create a more direct link for parents and pupils arriving to the campus by Fastrack and support the idea of sustainable travel. Issues with levels and accessibility together with safeguarding concerns from the Trust consequently meant this link was not delivered which was reluctantly accepted.
- 6.5.29 An additional Pedestrian/cycle access was, however, incorporated at the northwest corner, providing direct access into the site for those travelling from the north and avoiding having to travel around the site perimeter. A preferred position more centrally located along the northern boundary was originally identified. However, this was not the preference of the applicant due to the levels / impact on the layout of the residential parcel to the north / and desired relationship with the emerging open park space around Alkerden Barn to the northwest. Given the distance between the desired location and location proposed, it is not considered it would significantly impact travel time and maintains another point of access into the site which is welcomed. It is proposed that a piazza will be delivered at the entrance to this access to create an appealing, welcoming gateway into the site, and to create a series of open spaces which lead from the Alkerden Barn. However, this is outside the red line boundary of this application and therefore no details have been provided. Relevant consideration will be given when it comes forward as a separate application.
- 6.5.30 Pedestrian/cycleways are also accommodated at the two vehicular accesses into the site.
- 6.5.31 The principal vehicular access is located on the western boundary off the primary north-south distributor road. This access leads to a small drop-off loop for nursery children only. A substation building is to be located in this location. A barrier at the east of the drop-off area provides a control entry to the main car park area within the site. This will regulate access for visitors to the sports facilities who will be able to park on-site.
- 6.5.32 A vehicular access will also be provided to the east of the site. The road will lead from the northern distributor road through a residential area, immediately adjoining a linear park open space to the east. This road will provide access for residents of the associated parcels (which are in pre-app discussion). In relation to the campus, this road will only provide access to staff. Extensive negotiations have been held on the design and alignment of this road to ensure it does not facilitate drop-off/pick-ups, which would not be appropriate in this residential area. For this reason, no on-street parking has been provided. This road will also provide a services access to the sports centre.
- 6.5.33 The AMP identifies various road typologies according to their location and volume of traffic, In this instance, the tertiary street design was deemed appropriate. It is noted the final layout does not fully meet the street design established by the AMP: A footpath has only been provided on one side and no on-street parking has been provided. In addition, the submitted plans do not indicate street planting or lighting. Given that the road will be directly adjacent to a public open space linear park with cycle access running through, the absence of a footpath on this side of the tertiary street is considered acceptable. As cited above, the absence of on-street parking is also supported to deter this area being used for

school drop-off. In relation to the planting and lighting, it is the intention of the application that this would follow during detailed design post-decision and can be conditioned. It is acknowledged there is unlikely to be sufficient space for the amount of planting as established in the AMP, however, considering the adjacent public open space and impact of this landscape on the environment, this is not considered detrimental and the deviation from the road typology can be accepted in this instance.

6.5.34 The eastern access will be controlled for the duration of the school working day (0700-1800). Between 1800-2200 and at weekends this access point will be locked and unavailable. All evening and weekend vehicular movements will occur from the west access.

6.5.35 Due to phasing and the delivery of adjacent parcels around the campus, the western access will not be open for vehicles until 2024. Pedestrian access will be available via this access for opening of the campus in September 2023. Consequently all vehicular access for September 2023 will be through the south eastern access road. While this could be considered detrimental to the amenity of any residents in the neighbouring parcels at the time, the schools will not be at full capacity. Full opening of all accesses will be conditioned for the second year of opening.

- Accessibility

6.5.36 In relation to accessibility, the applicant has employed a consultant to advise during both the design and construction stages. The application identifies that regard has been had to a range of relevant regulations and guidance including: The Principles of Inclusive Design (CABE 2006), Building Bulletins including BB102 – Designing for disabled children and children with special educational needs, Equality Act (2010), Special Educational Needs and Disability Act 2001, Building Regulations 2010, Regulatory Reform (Fire Safety) Order 2005.

6.5.37 EDC officers have undertaken an assessment against the London Legacy Development Corporation (LLDC) Inclusive Design Standards (2013). While this is not adopted guidance, it is in line with current thinking and considered to set a very high quality benchmark. It is therefore considered a useful tool which has been used internally to assess proposals.

6.5.38 Each building was reviewed separately against criteria that examines the efficacy of building entrances, circulation spaces, toilet facilities, first aid facilities, internal lighting, finishes, signs and information and emergency egress.

6.5.39 Despite the significant level changes, the layout of the site has been designed to provide step-free access. Where there are external or internal steps there is an alternative accessible route provided. Where level changes occur within the buildings there are dedicated platform lifts or standard lifts.

6.5.40 As regards the secondary school which, given its size presents particular problems, levels have been absorbed around the periphery through the public realm whilst in the centre uses the level change to define spaces, boundaries and create amphitheatres, tiered seating areas and a cascading landscape. The landscape has been designed to ensure no slopes are greater than 1:21.

6.5.41 In respect of the sports centre, ample accessible changing both as standalone changing and also provided within the main changing space has been provided. The layout has been designed with the intention that visitors will use the changing rooms at 1st floor where there is a dedicated step-free access route from 1st floor out to the sports pitches. Level access at ground floor is also provided for out of school hours use to the MUGA. A ramp

has also been provided from the parking to the east of the MUGA and the main visitor entrance.

- 6.5.42 As well as disabled and enlarged parking spaces being provided in the main car park, two dedicated disabled spaces have also been provided to the east of the sports centre directly adjacent to the neighbouring residential parcel which would be accessed by the eastern access road. While these spaces are not immediately obvious to members of the public, this does discourage general use and is the closest location to the front door of the sports centre.
- 6.5.43 Close to the nurse entrance there are 2 dedicated accessible drop off spaces allocated for the primary school and again to the north of the secondary school there are another 2 drop off spaces allocated for secondary school use, dropped kerbs ensure step free access is maintained.
- 6.5.44 It was concluded the buildings perform very well (over and above Building Regulations), meeting the majority of the requirements set out in the LLDC Inclusive Design Standards. The only area of concern identified is the lift sizing in the primary and secondary school, which is less than the LLDC requirement. However, the proposed lift is sized to accommodate a wheelchair user and at least one person comfortably and it is therefore considered satisfactory for both schools, given that the management plan for the schools will ensure the lifts are not generally used by most pupils and should provide adequate capacity when needed. The lift in the sports hall does meet the requirement and would allow for sports-styled wheelchairs.
- 6.5.45 In conclusion, the layout is compliant with the parameters set out in the AMP and has responded well to the constraints of the site. The layout is legible with clear access points in and around the buildings. A wide variety of quality external and break-out spaces have been provided to cater for all students. Sustainable connections have been maximised with orientation towards the Fastrack corridor and links to the surrounding cycle and footpath network. Full accessibility around the site is available to people with disabilities and those who are less mobile.

6.6 Reserved Matters : Appearance & Scale

- 6.6.1 Consideration of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings. Matters of scale are intrinsically linked to good design quality. Matters of appearance refer to a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 6.6.2 The NPPF sets out the creation of high quality buildings and places as being fundamental to planning. It identifies good design as being a key aspect of sustainable development, creating better places in which to live and work and helping make development acceptable to communities (paragraph 124). It states planning decisions should ensure developments function well and add to the overall quality of the area for the lifetime of the development, demonstrate good architecture, are sympathetic to local character and history including the surrounding build environment (paragraph 127) and states that planning permission should be refused for 'development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions' (paragraph 130).
- 6.6.3 The AMP identifies design parameters for this site as being 4-6 storey buildings with a key landmark on the southwest Fastrack corner. The AMP identifies a series of character areas across the village to guide the approach to design and appearance. The site lies within the 'Market Centre' character area which is informed by a broad narrative of creating a bold, modern, attractive 21st century development, characterised by taller buildings. The

approach to architectural detailing is left flexible but requires proposals to develop a specific building design narrative that displays an individual style using distinctly modern or contemporary architectural approaches.

- 6.6.4 The application seeks permission for buildings of a substantial size and scale. The size of each building is inherent to their required function. The secondary school is 4 storeys and the sports centre is 2 storeys, of which each storey along Fastrack is double-height.
- 6.6.5 The area guidelines for mainstream schools i.e. Building Bulletin 103 (BB103) published by the Department for Education (DfE) and the Education & Skills Funding Agency has been used as a baseline for the calculation of internal and external spaces. This sets out a standardised approach to school design. However, the aspiration was to deliver a campus that went beyond the minimum requirements, facilitated by the funding model where the landowner is undertaking construction. Furthermore, it is essential to consider the design and operational priorities of the Alethia Trust as operator.
- 6.6.6 As a result of design evolution and workshops with the operator, changes have been made to the scheme that, while not fully compliant with BB103, are considered improvements. Corridor widths, entrance/reception spaces and cloakrooms have all been increased in size above that required by DfE guidance and the inclusion of breakout spaces, amphitheatre and terraces is additional to baseline requirements. The 4-court dual use sports centre is sized to meet Sport England guidance and is therefore larger than the standard BB103 requirements and the viewing gallery, café/bar and community sport administration spaces are all additional to the BB103 requirements, required by the S106. EDC Officer calculations estimate the accommodation is some 12% larger than the DfE/ESFA standards.
- 6.6.7 The size and scale of the buildings are therefore influenced by the additionality which are welcomed for enhanced functionality and an enhanced environment.
- 6.6.8 The secondary school and sports centre building mass is significant. These are important public buildings that have a crucial role in the community, providing education and opportunities for leisure and creativity. The role of the building is reflective of its prominent scale, design and location, occupying an important frontage along Fastrack, identified as a landmark corner at the heart of the village.
- 6.6.9 The architectural response references the sites geology and former quarrying activity within EQ. The 'carving' of courtyards and terraces from the mass references the quarrying tradition and creates a dynamic, interesting and balanced composition. Brickwork detailing including hit and miss, vertical bond and texturization through protrusions, together with deep window reveals are used to break up the scale and add light and shadow interest to the elevations. This is also created by building extrusions to the external envelope. Irregular arrangement of windows create a sense of identity and double stacked soldier course at first floor level acts a datum by which to read the changing topography.
- 6.6.10 The materiality is brick-led. Conceptually, the secondary school and dual-use sports centre buildings are within a deeper geological layer of the site and the proposed material palette is therefore inspired by the local chalk cliff faces. It is therefore proposed to use a grey brick which will be varied in grain and use a mix of shades.
- 6.6.11 The variety of colouration to window panels and louvres are inspired by the unique flora and fauna found at chalklands. Vibrant yellows, browns, greens and pinks have been clustered not only as an interpretation of the narrative and to animate the elevations but also as a wayfinding tool where each of the 6 main departments has been represented by a specific colour.

- 6.6.12 The scale of the building itself is considered to communicate a landmark and will be assisted by the art and design faculty located on this corner detailed with large windows which animate the main elevation. The landmark corner of the building as identified in the AMP is also communicated through the use of particular features including a recessed plinth, use of protruding Flemish bond brick and a top floor terrace. The design on this corner is bold, successfully turns the corner to address both principle streets and is considered to achieve a landmark status.
- 6.6.13 Despite being much smaller than the secondary school and set in from the street, the primary school still achieves a bold and distinct appearance in its own right.
- 6.6.14 The primary school uses direct references to agricultural buildings and the local context to inform the architectural narrative of the building. Use of feature roofs and ventilation cowls reminiscent of oast houses help to break up the mass as well as reference the architectural narrative creating a building of distinct character.
- 6.6.15 Conceptually, the primary school sits within the top geological layer of the site above the chalk inspiration for the secondary school and as such an earthy palette of materials are proposed. Through the use of a controlled palette that includes brick and concrete lintels, the design makes direct reference to the agricultural heritage of the area that gives a distinctive character to the school. Brickwork is applied to all elevations, in horizontal bands of different shades of red that provides animation and interest. Moreover, brick is a robust material appropriate for public buildings.
- 6.6.16 The proposal presents a high quality design that is individual. While the architectural detailing differs between buildings, there is a relationship between them drawn from the geological narrative. Both buildings are of extremely high quality design with careful detailing which create interest for pupils and will ground a connection with their learning space to help inspire creativity.
- 6.7 Reserved Matter : Landscaping
- 6.7.1 This reserved matter considers the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated including screening by fences, walls or other means; the planting of trees, hedges, shrubs or grass; formation of banks, terraces or other earthworks; the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and the provision of other amenity features.
- 6.7.2 The NPPF states that planning decisions should aim to ensure developments are visually attractive as a result of appropriate and effective landscaping (paragraph 127), identifying the importance of good landscaping being intrinsic to good quality design, as advocated by policy DP2 of the DDPP, which states that consideration will be given to how landscaping relates to neighbouring buildings. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscaping to promote healthy landscapes and encourage active lifestyles.
- 6.7.3 A wide variety of diverse landscaped spaces are proposed, many of which are a direct response to the sloping topography. A dynamic landscape strategy for the site provides flexibility for the Trust to encourage the use of clearly defined spaces in line with their learning objectives. The landscape strategy is defined through the planting of trees and native shrubs along the boundary with visually attractive spaces and planting within the primary school and secondary schools facilitating multiple uses including play and maximising outdoor learning.
- 6.7.4 The external spaces comply with the requirements of BB103 requirements.

- 6.7.5 Three main spaces are proposed to the secondary school comprising the central courtyard, terraces and MUGA courtyard. The landscape narrative continues on the theme of chalk quarry heritage with cascading landscape of terraces and large chunky concrete edges that form planters, steps and retaining walls. The main central courtyard is divided by three large and chunky concrete 'islands' of soft planting beds. These provide raised edges to sit, protection for planting and trees in a school environment, incidental spaces that can be used for socialising and outdoor teaching.
- 6.7.6 The Terraces are located to the east, between the main courtyard and the MUGA, and utilise the stepped access which is required towards the rear of the site. Opportunities created by the steps have culminated in a series of terraces that can be used for incidental socialising, or for outdoor teaching opportunities.
- 6.7.7 The MUGA courtyard has to be cut into the sloping landscape to provide suitable levels for sports and access from the lower part of the secondary school. In doing so, a large retaining wall is required around the edge which has been designed in planted tiers rather than a single face, providing opportunities for planting and seating that overlooks the MUGA.
- 6.7.8 Roof garden breakout spaces within the building fabric have been designed around different themes. These include a Self-grow Courtyard, equipped with raised planting beds to cultivate food (potentially aligning with the Edible Ebbsfleet initiative) and seating; the Peace Garden, providing an area of calm and tranquillity with ornamental flowers and plants; 6th Form Terrace on the upper Fastrack with planters and space to hangout; and a Viewing Belvedere on the northern block overlooking the main courtyard with areas of seating to enjoy the view and an area of soft planting.
- 6.7.9 Landscaping to the primary school is identified by a large tarmac playground area in the centre with areas to the west providing more intimate spaces for quieter play. A series of different spaces are provided to the playground defined by planting beds, canopies and painted markings on the ground. To the north is a space for nursery spill out and to the centre, larger areas that can be used for group games. The spaces along the western edge are more informal planted areas with circular benches, sandpits, a self grow area and small lawn. The primary school will be enclosed and protected with a robust planed boundary and perimeter fencing.
- 6.7.10 Indicative details of hard surfaces materials, furniture and soft planting palettes have been provided, in accordance with the precedents set out in the AMP.
- 6.7.11 It should be noted that landscaping to the front of the school and sports centre along the Fastrack corridor lies outside the boundary of this application.
- 6.7.12 Overall the proposal demonstrates a well-considered landscaping scheme of high quality and finishes. Improvements to the scheme have been made during the course of the application around the pitches to allow for spectators, provision of wider soft landscaping verges to the car park, finessing of boundary treatments and planting species considered more appropriate to their locations and the addition of a play tower to the outdoor nursery space.
- 6.7.13 There are concerns that a number of conflicts appeared to be arising between proposed trees and drainage routes, particularly around the central courtyard to the secondary school, primary school courtyard and main car park area. Additional details were provided and a statement from the drainage engineers advising 'the depths of the drain runs under the proposed trees. In all cases, this is lower than the Engineered layers of the tree pit and the root ball. Root barriers will be provided as required to the drain pipes, allowing any deeper roots to be re-directed away from the pipes'. It is considered that if the drainage engineer is comfortable with trees being planted over drainage routes, and the use of root

barriers where required, then there shouldn't be any tree conflicts or losses and the proposed details are considered acceptable. It has been confirmed that drainage easements are unlikely to be required and therefore reduces the risk of a 3rd party objecting or subsequently requiring the trees to be removed.

6.7.14 The extent of hard surfacing is extensive and while there are a variety of treatments within the schools, the centre of the site would be dominated by tarmac. Interest could be added through the introduction of features areas or colours to help break up the expanse. Details including samples are recommended to be provided by condition with an informative to encourage such details.

6.7.15 Additional improvements to boundary planting along the western boundary next to the 3m high acoustic fences and to the northern, eastern and western boundary of the sports pitches to help with enclosure for the surrounding areas are also suggested. These can be sought by condition.

6.8 Highways & Parking

6.8.1 The NPPF strongly advocates consideration of the impacts of development on transport networks and infrastructure, management and appropriate mitigation of environmental impacts. It promotes development in locations which are, or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. It identifies that opportunities to promote walking, cycling and public transport use should be identified and pursued and recognises that patterns of movement, streets, parking and other transport considerations are integral to the creation of high quality places (paragraph 102). The submission of Transport Assessment and Travel Plans is encouraged for all developments generating significant transport movements (paragraphs 111).

6.8.2 Core Strategy Policy CS15 refers to 'Managing Transport Demand' with the goal being 'to reduce the need to travel, minimise car use and make the most effective use of the transport network'. Dartford's Development Policies Plan Policy DP3 refers to the transport impacts of development and states that development will only be permitted if it is appropriately located and makes suitable provision to minimise and manage the arising transport impacts, in line with Core Strategy policy CS15.

6.8.3 In respect of development in EQ, the overall impact of traffic movements has been established under the outline permission. No greater parking demand or traffic movements would be generated by this permission than assessed under the outline consent and a separate transport assessment is therefore not deemed necessary.

6.8.4 Sustainable development at EQ is fundamental in its delivery as part of the Ebbsfleet Garden City vision. New development is already underpinned by high quality public transport, and this will increase and be enhanced as further development comes forward.

6.8.5 The movement strategy for EQ has been secured through a series of documents which ensure convenience in using sustainable modes of travel for day to day needs. The Transport Strategy secured under the outline consent sets out all aspects of delivering a sustainable transport network. The Strategy promotes and encourages modal shift such that travel and parking demand and provision will be moderated and managed, whilst recognising the car has a legitimate place in the overall transport mix.

6.8.6 The outline consent for EQ recognises that development of a site at this scale offers exciting and unique opportunities to establish its own strategy which maximise benefits offered by sustainable transport initiatives. It therefore sets out a requirement under the S106 Agreement for a Parking Management Plan (PMP). The PMP was approved at committee in June 2019 alongside the AMP/ADC.

- 6.8.7 The PMP sets out objectives based around the philosophy of managing car ownership and reducing convenience of car use. This is supported by established site-wide masterplanning principles such as the priority location of the Fastrack corridor, convoluted vehicular routes and the creation of walkable neighbourhoods through the provision of accessible infrastructure, together with a high level of open space and well-connected pedestrian and cycle links.
- 6.8.8 While the Parking Management Plan recognises there is a place for the car, the vision is for a 'public transport orientated development' with the aim to embed the principle that the use of 'walking, cycling and public transport to meet daily travel needs will challenge the historic default use of the car' (PMP paragraph 2.1.2) and thereby foster a healthier lifestyle and promote community interaction. Building on this vision and based on empirical evidence and surveys of EQ, the PMP also sets out parking standards to be applied throughout the village. These are the standards against which applications for reserved matters should be assessed.
- 6.8.9 The application site is located in the most sustainable location in EQ. It sits at the heart of Alkerden village which is at the centre of EQ. Not only will the campus be at the centre geographically but through masterplanning for the wider site, will be located at the conceptual 'heart' of EQ Market Centre, which will bring forward delivery of a concentration of shops, services, food and drink outlets and community facilities. In turn Eastern Quarry is a highly sustainable location benefitting from a comprehensive sustainable transport network including direct access onto Fastrack from the Education Campus.
- Drop off arrangements
- 6.8.10 In response to site location and scheme ambition, an innovative approach is proposed which has been designed in collaboration with EDC and KCC Officers.
- 6.8.11 No drop-off/pick-up will be permitted on site, with the exception of nursery children. A circulatory area formed by a clockwise one-way system is proposed at the western entrance which will provide sufficient spaces for drop-off/pick-up for nursery children only. Parents dropping primary or secondary school children will be required to park off-site.
- 6.8.12 During pre-application discussions, the provision of drop-off to accommodate for both primary and secondary schools was resulting in considerable pressure on the western access. Consequently, concerns were raised that the proposal would result in significant stopping-up of the north-south distributor road which, as one of the few vehicular spine roads through the village, was not supported. It was also considered that providing facilities for primary and secondary school pupils would encourage parents to drive and this did not align with the sustainably objectives of EQ or the philosophy of the Ebbsfleet Garden City of promoting and design for, sustainable modes of travel in meeting the daily needs of residents, employees, pupils and visitors. The availability of walking, cycling and public transport facilities serving the campus, around which the masterplanning principles are based, are also intended to influence travel behaviour
- 6.8.13 While it is acknowledged some pupils will come from further afield, it is intended the catchment of the schools is largely from within the EQ boundary. It is estimated 100% of primary school children for the relevant catchment will be within a 5 minute walk from the school. For older secondary school pupils, who are more likely to walk, it is estimated 27% will be within a 5 minute walk and 92% within a 15 minute walk (figures based on EDC calculations using typical demographics for new developments in the area). The application also identifies that the encouragement of pupils and parents to adopt healthy and active travel choices when travelling to and from the campus will be inherent in the school culture and Travel Plan (which will be conditioned).

- 6.8.14 The Parking Management Strategy submitted with the application has been under extensive review and revisions as a result of consultation with KCC Highways. Trip generation rates for primary and secondary drop-offs and pick-ups have been calculated. Based on typical scenarios at comparable schools, calculations have also taken account of timings of breakfast and after school clubs, school start times, tendencies and typical behaviours. Based upon the data and assumptions made, the Parking Management Strategy identifies parking accumulation would reach a maximum of 41 vehicles parked at any one time. In the event of this peak being reached, the application sets out this would be for only limited times given the staggered nature of arrivals occurring from wrap-around care.
- 6.8.15 As part of the proposals for the Alkerden Market Centre, the AMP identifies provision of centralised parking areas that would be available to the general public. This has been discussed in pre-application liaison on the Market Centre and provision made in the emerging plans. It is envisaged the communal car parks would account for shared trips and specific times of the day and it is therefore intended provision for campus drop-off/pick-up can be accommodated on a shared basis. It has also been agreed direct links through building frontages from car parking areas to the campus will be delivered which will be sought through the legal agreement. Confirmation that walking buses from the central car parks to the campus has also been confirmed by the Trust which can be built in to the Travel Plan.
- 6.8.16 The centralised parking area lies outside the application boundary for the campus. The land will be transferred and an application made by a separate third party. To ensure delivery of off-site parking, the applicant has agreed to enter into a planning obligation by deed under s106 Town and Country Planning Act 1990 (as amended). A deed entered into by both the owner of the application site and the owner of the parking site is preferable over a condition since it requires the positive action on behalf of both owners to sign up to the deed and to give covenants within it both to provide the parking and to restrict opening of the school until the parking has been provided. At the time of writing the report a draft deed has been drawn up by the applicant and is currently under review. Any update will be reported to Members by way of supplementary information.
- On Site Vehicle Parking Provision
- 6.8.17 On-site parking provision will be made for all school staff during the day and for members of the public out of school hours to accommodate the dual use sports facilities. There is an opportunity to share on-site parking spaces between the various education and community uses proposed. This is on the basis that the operational times of the various uses will be staggered.
- Parking associated with the dual use sports centre will be available after 18:00 and will be accessed from the west access. Parking for this activity will use the secondary school parking areas which will be expected to have vacated by 18:00.
 - Parking associated with the dual use sports pitches will be available after 18:00 and will be accessed from the west access.
 - All parking areas on site will be locked after 22:00 during the weekdays when all on site activities will have ceased.
 - At the weekend, parking will be available on site between 08:00 – 22:00 and accessed from the west access.
- 6.8.18 The circulatory area to the western entrance will provide parking for parents of nursery children for drop-off and pick-up. These spaces will also accommodate visitors to the campus during the day. Space for coach parking is also proposed in this area.
- 6.8.19 Provision has been based on the numbers calculated from the PMP. Parking calculations are set out in the table below:

- Table 1: School Buildings:

Use			PMP requirement		On-site Provision
	Type	Demand	Standard	Spaces Required	Spaces Provided
Nursery	Staff	3.25 staff	1 space per 2.4 staff	1.35	2*
	Pupils/Visitors /Clients	26 children	1 space per 4.8 children	5.41	5
Primary School	Staff	420 pupils	1 space per 18 pupils	23.3	24*
	Pupils/Visitors /Clients	15 classes (including 1 x SEN)	1 space per 2.4 classes	6.25	6
Secondary School	Staff	1680 pupils	1 space per 18 pupils	93.3	93*
	Pupils/Visitors /Clients	56 classes	1 space per 2.4 classes	23.3	23
Café – Public	Staff	3 (assumed)	1 space per 2.4 staff	1.25	1*
TOTAL				154.16	154

6.8.20 Of the 154 total spaces provided, 120 will be located in the heart of the site, with 34 located at the circulatory at the western access.

- Table 2: Dual Use Provision:

Use			PMP requirement		On-site Provision
	Type	Demand	Standard	Spaces Required	Spaces Provided
Dual Use sports centre Including performance space	Competitors	1900m2	1 space per 26m2	73	120
	Spectators	90 spectators	PLUS 1 space per 18 seats	+ 5 = 78	
Dual Use Pitches (Class D2)	Participants Spectators	13participants 90 spectators	1 space per 2.4 participants PLUS 1 space per 18 spectators	55 + 5 = 60	
Additional Spaces	-	-	-		18
TOTAL				138	138

6.8.21 Spaces provided on site for the dual uses are comprised of the 120 spaces provided within the centre of the site for school and café staff (2+24+93+1 – as indicated by (*) at Table 1

above) with an extra provision of 18 spaces. These spaces are therefore available to the school in school time for overspill, if necessary.

6.8.22 Under normal circumstances, the café demand would require separate provision to be made for customer parking. Spatially, the café will form part of the market centre along with other commercial and community uses. It is expected users will be associated with the sports facilities (where parking is provided on site) or as part of a shared trip to the market centre (where communal parking areas can be utilised). As such, it is acceptable that no dedicated on-site provision is required for this use.

6.8.23 The proposal meets the parking levels required by the PMP and the scheme is compliant in this respect. Kent Highways are satisfied with the overall strategy approach to parking (with comments and recommendations for conditions as set out at 4.1.2 above).

- Cycle/Motorcycle parking

6.8.24 Cycle parking has been the subject of protracted negotiations, specifically in relation to the location, which is of utmost importance. The provision of cycle parking is not just about calculating numbers; its location is paramount to encouraging use of soft modes of transport by providing the most convenient means of access and utilisation of parking. To encourage pupils to cycle, the easiest, most direct route from road to cycle parking should be delivered. To this end, the advice was that cycle stands should be provided up front and central in the public realm, creating an immediate visual connection with the support for cycle use.

6.8.25 The majority of cycle parking for the secondary school is proposed at the heart of the campus in a central cycle storage aligned on where key movement routes terminate. Despite efforts to secure it, there is no level access from the Fastrack access through the secondary school grounds to the cycle store at the back. Pupils arriving from along the Fastrack corridor, along which there is a dedicated cycle way, particularly from those residences to the south, would therefore be required to continue around the perimeter of the campus to access the store via the western entrance. Consequently, the increased travel distance and hassle would discourage cycle use. This would be counteractive to the objectives of the application itself which promotes sustainable travel and would also add pressure to the western access which was raised as an issue in early pre-application discussions.

6.8.26 Following advice from EDC officers, initial drawings indicated cycle parking at the Fastrack entrance. These were subsequently scaled back since the Trust is unable to support pupils' use of cycle parking facilities where they are not behind the secure line of the school. Issues of insurance liability and experiences where cycles had been stolen or tampered with were explained as reasons for this. Notwithstanding whether pupils would use the cycle parking in the public realm, it could not be considered as part of the future Travel Plan if the school could not support their use for pupils.

6.8.27 Following subsequent discussion, additional space was identified within the central courtyard to the secondary school behind the secure line. A total of 404 spaces, 13 of which will be mobility impaired, is now satisfactorily distributed throughout the site. Provision exceeds the requirements of the PMP which requires 336 spaces, however the addition is welcomed.

6.8.28 In accordance with the PMP, the provision of cycle parking for the primary school is met (x36 spaces, of which 7 will be mobility impaired spaces). The location of these spaces are identified immediately outside the primary school entrance.

- 6.8.29 In addition, 30 scooter spaces are also indicated along the front elevation of the primary school. It is considered the location might be improved to relocated closer to the front door, which can be secured by condition.
- 6.8.30 Cycle parking within the site can be used for the out of hours use of pitches since pupils will have vacated the campus by the time the sports centre opens to the public. An additional 48 spaces are to be provided either side of the sports centre entrance along the Fastrack. A total of 406 spaces would be available to the public. In this instance it is difficult to make an exact calculation of spaces because of the varied use of the sports centre and pitches. However, the number to be provided are significant and are therefore considered acceptable. It is also anticipated other cycle parking would be provided in the public realm as part of the plans for the Alkerden Market Centre.
- 6.8.31 The application indicates secure, covered cycle parking stands will be provided with scope for green roofs to be incorporated. Specific details are proposed to be secured by condition.
- 6.8.32 Changing facilities in the sports centre will be made available for staff changing. This can be secured in the travel plan, which will be conditioned.
- 6.8.33 In respect of motorcycle parking, 12 spaces are proposed. This is an additional 2 spaces above that required under the PMP and is therefore compliant.
- Disabled parking
- 6.8.34 The proposed on-site parking provision includes 5% accessible parking spaces designated for mobility impaired users as well as 7% enlarged parking spaces for normal use that could be used for accessible purposes in the future should the demand be required. Accessible parking space percentages are based on visitor use only. It is expected that disabled staff will have a space reserved and the 7% enlarged space will accommodate any increases in demand.
- 6.8.35 In addition to the requirement for accessible spaces within the site, two more will be provided immediately adjacent to the sports centre via the eastern access road within close proximity to the front access to the cafe and Community Sports Centre.
- 6.8.36 The overall provision of disabled spaces accords with the parking standards, are reasonably well distributed through the site and therefore considered acceptable.
- EV charging
- 6.8.37 The PMP does not set out a specific standard in respect of EV charging, stating provision will be determined in each reserved matters application.
- 6.8.38 The application identifies a commitment to providing 10% provision of spaces with active electric vehicle charging facilities and passive infrastructure for 10% of spaces.
- 6.8.39 This aligns with the guidance set out in the EDC Sustainable Travel Strategy and is therefore considered acceptable. Details to be secured by condition.
- 6.9 Community Provision & Management
- 6.9.1 This application has been submitted by the landowner who will be responsible for construction of the campus. Upon completion, the site will be handed to KCC who has elected the Alethia Trust as operator, in accordance with a lease arrangement.

- 6.9.2 The EQ Section 106 Agreement sets out a process for the landowner and the 'relevant authority' (in this case KCC), to enter into an agreement for lease and a subsequent lease for the school premises and the site on which they sit.
- 6.9.3 School lease core terms are appended to the EQ Section 106 Agreement. This includes (inter alia):
- Use - the use of the school will be restricted to education purposes with a prohibition on non-education uses save for specific carve outs of ancillary uses to compliment the primary use as an education facility;
 - General maintenance, repairs and decoration;
 - restrictions on external alterations;
 - Peppercorn rent and a service charge payable only if use is changed from the purposes permitted under the lease;
 - Reversion to the owner in the event that any part of the site is no longer used for education purposes;
 - A term of 999 years;
 - Other Landlord and Tenant standard terms.
- 6.9.4 The Education Strategy secured under the outline consent identifies 'the County Council/LEA will be responsible for all costs associated with the management and maintenance of school premises and school sites once the school is completed'.
- 6.9.5 Condition 32 of the outline consent requires any application for details relating to community facility buildings and formal recreation areas to include details of the management and maintenance of such facilities.
- 6.9.6 The S106 sets out that the that 'the Dual Use Pitches and Dual Use Sports Hall provided as part of the Secondary School will be made available for community use outside normal school hours at reasonable times when not in use by the school and under the management of the School Provider or a management entity appointed by the School Provider and for the avoidance of doubt school use shall take priority over community or other use'. While the priority of the school to use the facilities is recognised, it is EDC Officer intention that any management strategy should sufficiently safeguard the communities interest in the facilities.
- 6.9.7 In accordance with condition 32, a 'framework' management strategy was submitted with the application, which had been drafted by the landowner, to 'establish the governance principles and operational hours for the dual use elements of the proposals'. The intention was that a Management Agreement will be entered into with the necessary parties on receipt of planning permission.
- 6.9.8 The initial draft was extremely high level and while it identified broad objectives, it did not make any commitments as to how these objectives would be safeguarded and delivered.
- 6.9.9 A draft agreement was drawn up by EDC Officers based on an agreement prepared by Sports England as an example of best practice for Dual Use Sports School/Community provision and this was shared with the applicant. The information contained within it and format of the document was not accepted by the applicant on the basis it resembled a lease rather than a management strategy.
- 6.9.10 Protracted negotiations were undertaken for a document that provided more certainty that the management agreement would safeguard the community's interests, while embedding key detail from the Sports England template and, following direct liaison with the Trust, a revised document, drafted in liaison with EDC Stewardship Project Manager has been submitted.

6.9.11 The revised framework' Management Strategy sets out the following objectives:

Community Facilities:

- Inclusivity and equal opportunity for people of all ages and abilities including people with disabilities
- Focus on local community and sports organisations
- Support for less active residents and those living in areas with greater health inequalities to get more people involved
- Generate positive attitudes in sport and physical activity
- Encourage school sports club links and stimulate competition that is inclusive of young people and adults
- Be affordable to all
- Increase participation in physical activity by less active residents
- Maximise range of uses
- Ensure effective maintenance plan for a minimum 5-year recurring cycle.

Sustainable Management:

- Establish governance protocol to encourage community involvement for the long-term and stable management of the centre.
- Develop the optimum terms of arrangement for roles and responsibilities for the day to day running of the Centre and its financial management.
- Aim to provide the facility as a self-financing, sustainable entity.

6.9.12 The Strategy identifies a formal sub-committee of the Alethia Trust will be established within 3 months of the school first opening to develop Community Use of the sports facilities. In the event a Sub-Committee is not established or the Sub-Committee is ever dissolved, a joint Advisory body between the Academies Trust and EDC (or its legacy stewardship Trust) will take its place fulfilling the same objectives and terms of reference.

6.9.13 Membership shall include representatives from each of the Aletheia Anglican Academies Trust; the EDC (or its legacy stewardship Trust); Dartford Borough Council (if applicable); and Henley Camland (or their appointed managing agent) (if applicable).

6.9.14 Under the terms of the Strategy, the sub-committee will be required to establish a practical policy framework for the management and operation of the dual use facilities which will cover:

- A policy of affordable pricing
- Promotion and forward planning of development activities, at times which best suit the target groups;
- Equal opportunities of access;
- Easy and accessible booking arrangement for community use
- An appropriate marketing plan for the marketing of the Dual Use Facilities for Community Use.
- The School will be responsible for the Dual Use Facilities and will be required to:-
 - maintenance the facilities in a manner that will allow achievement of the agreed aims
 - make the facilities available on the occasions and times specified
 - ensure provision of heat, light and water and such other amenities as required
 - ensure compliance with legislation and guidance in force relating to access for disabled users;
 - cover cost of gas, fuel, oil, electricity, water, rates and taxes

6.9.15 The strategy sets out a list of potential uses and groups that would be permitted, including a broad range of sports (ball games, athletics, martial arts, fitness classes) as well as community groups (parent/toddler groups, retirement groups, polling station, weight loss groups) and cultural/art events and activities (fairs, fetes, speakers, comedy nights).

- 6.9.16 Hours of use are identified, allowing community access between 1800-2200 weekdays, 0800-2200 weekends during term time and 0800-2200 all week during school holidays. In addition a policy of affordable pricing is required and an annual marketing plan to be prepared and implemented as agreed by the sub-committee, including an engagement plan to identify stakeholders and a method of effective engagement with minority and hard-to-reach groups.
- 6.9.17 The principal that the Alethia Trust will manage the sports facilities is accepted, provided the interests of the community are safeguarded, which are embedded via the management agreement.
- 6.9.18 While the Framework Management Strategy is considered to set out appropriate objectives and the idea of a sub-committee is supported, it is noted that it is a brief document that does fall short on detail. It is noted, for example, there is no identification of a review procedure if the Strategy is found to be ineffective and there are no final details on pricing or promotion. It is understood the Alethia Trust is unable to secure further information at this stage. While they have been appointed as operator, a lease with KCC is yet to be drawn up. Provision and signing of a lease will give the Trust a much clearer understanding of the relationship with KCC, their responsibilities and greater ability to commit to delivery of the objectives.
- 6.9.19 The framework Management Strategy identifies next steps to be development of a detailed implementation plan for the Management Strategy, guided and overseen by the sub-committee once the Academies Trust enter in a lease agreement with KCC. It is considered a reasonable arrangement since much information on the operation of the facility will not be known until it is up and running. A full Management Strategy is therefore proposed to be conditioned which will allow the Trust to be able to confirm particular arrangements within a reasonable timescale.

6.10 Sustainability

- 6.10.1 Section 2 of the NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Policy CS23 of Dartford Core Strategy seeks to embed measures to minimise carbon emissions through energy efficiency and use of renewable energy, seeking to ensure developments have explored passive design and allow the potential for zero carbon through later retro-fitting. Policy CS25 of the Core Strategy seeks to manage the supply and quality of water and waste water and assist in moving towards 'water neutrality' in the Thames Gateway.
- 6.10.2 The outline consent for EQ required delivery of a Sustainable Construction Code which sets standards for proposed buildings with regard to BREEAM ratings. The document identifies the following in relation to the campus:
- "A BREEAM (2018) assessment is being undertaken for the schools at the Ebbsfleet Education Hub in Alkerden. The primary and secondary school are individually being assessed under BREEAM (2018) New Construction Education, 'Fully fitted' category and are both targeting the achievement of a BREEAM 'Very Good' rating as a minimum, in accordance with the Education Delivery Strategy (March 2018) approved as part of planning permission EDC/17/0048."*
- 6.10.3 Energy and Sustainability Statements have been submitted as part of the planning application. The 'Steps to Low Carbon' type methodology – 'Lean, Clean, Green' – has been adopted to reduce energy demand as far as possible. The strategy incorporates a range of passive design and energy efficient measures, including air source heat pumps, a hybrid ventilation strategy and enhanced fabric design and the inclusion of photovoltaic panels.

- 6.10.4 Initial BREEAM assessments submitted with the application indicated a target score of 66.96% for the primary school and 65.59% for the secondary school, both of which equate to a 'Very Good' rating.
- 6.10.5 The importance of delivering on sustainability accreditations was identified with the applicant and raised by Members at an informal presentation session. A sustainability consultant was engaged by the EDC to help elevate the scheme and a series of discussions undertaken.
- 6.10.6 The latest assessments identify the primary school has a target score of 75.44% and the secondary school 71.05%, both of which equate to an 'Excellent' BREEAM rating.
- 6.10.7 The increase of the score is highly positive and welcomed. It is acknowledged the score is fractionally over the 70% minimum for an 'Excellent' rating and it had been identified that some areas could be improved further. In response to queries raised by the EDC sustainability consultant, the applicant often referred to restrictions resulting from the stage of design. It is therefore disappointing consideration of such issues were not embedded earlier. Notwithstanding, the challenges of achieving an overall score of 'Excellent', particularly for a building the scale of the secondary school, is commendable.
- 6.10.8 The applicant has confirmed the sustainability consultants will be involved during construction and will carry out a post-construction assessment. It is recommended a condition is added to the decision notice to help ensure that the BREEAM 'Excellent' accreditation is achieved.
- 6.11 Safeguarding & Security
- 6.11.1 A 'Security Needs Assessment' report has been produced by the applicant in association with expert consultants and summarised in the submission. The report has been produced to satisfy the requirements of the relevant BREEAM credits with the intention that it should identify and analyse the security risk, produce a comprehensive and proportionate set of bespoke security design recommendations to mitigate these risks and present them in the form of operational requirements.
- 6.11.2 Recommendations include a zoned security approach to the layout including secure lobbies, flexible locking strategy based on electronic access control systems and mechanical locks; surveillance to key areas with all electronic access-controlled doors to be monitored by CCTV; physical controls to vehicle access to reserved sections of the car park; physical controls to building curtilages; security lighting.
- 6.11.3 Amended plans showing security lines for the buildings has been provided following EDC officer request. These plans indicate consideration has been given to securing the school accommodation out of hours while members of the public utilise the dual use sports facilities.
- 6.11.4 The applicant has confirmed engagement has been undertaken with Kent Police Designing Out Crime Officer and recommendations embedded in the campus design. CCTV will be provided to cover the lobby, entrances, main doors, perimeter of buildings as well as the car parks. Access to the site will be strategically managed through the location of barriers and gates at the respective entrances as identified on the site wide landscape masterplan. The buildings will comprise various locking features both internal and external. This is considered to address the comments from Kent Police set out at section 4.1.9 above.
- 6.11.5 The layout of the site, scale of the secondary school, design of boundary treatments and position of the primary school set in from the street naturally limits the level of overlooking and contributes to safeguarding initiatives without detriment to the amenity of the pupils.

6.12 Amenity

- 6.13 Core Strategy Policy CS19 states that new development will be located, designed and constructed to safeguard the amenity of neighbouring properties and avoid adverse environmental impacts from noise, air, odour and light pollution. It is also necessary to consider the appropriateness of the existing environment for the proposed development.
- 6.14 The proposed development has been masterplanned into the site, taking consideration of adjoining uses. The campus will be the first development to come forward in Alkerden village, with adjoining residential parcels forecast to be delivered either alongside or shortly after. There are no immediately adjoining residents that would be disturbed as a result of construction and a site-wide construction management plan has been secured under the outline consent which includes controls of construction hours and vehicle routing (from Watling Street).
- 6.15 It is acknowledged the proposal will result in significant activity that will generate activity and development that will potentially impact on the amenity of neighbouring residents.
- 6.16 The secondary school and sports centre has been situated fronting Fastrack and will form part of the Alkerden Market Centre which is expected to generate footfall and general activity in its own right.
- 6.17 It is acknowledged some residential properties will adjoin the site and those along the western edge of the application site will be adjacent to the primary school playing field. The level of disturbance generated would be limited to particular times of the day and is not considered to override the overall benefits in providing education facilities. An acoustic fence is proposed along this boundary to offer further protection.
- 6.18 Although highly prominent, the scale of the secondary school is in keeping with the scale of development planned within the market centre and the primary school is sited away from the nearest residents to the west. It is therefore not considered the development would be overbearing and would not result in direct overlooking. The proposal will also benefit the wider community in the provision of education and public sports facilities.
- 6.19 Dartford Borough Council's Environmental Health comments are noted at 4.1.8 above which raises some concern around the plant noise, arising largely from installations on other sites where the noise generated following installation has exceeded indicated noise levels indicated in the original application. A supporting statement from the applicant followed:

"The acoustic planning report submitted details the plant noise emission limit for the scheme. To provide more assurance to the council and to check if additional mitigation measures are required, we've undertaken a plant noise assessment with the early-stage plant noise selections. The assessment has been summarised within our planning report (December 2019) and indicates that the plant emission limits should be achievable due to the distance and screening to the nearby receivers.

We would normally expect a condition from the council that the final plant and equipment selections meet the plant noise emission limit. Though it should be noted that we aren't typically required to measure it. An assessment is usually sufficient to indicate that the limits are met."

- 6.20 It is considered suitable investigation has been undertaken to avoid plant exceeding relevant noise levels so far as is possible at this stage. While noise receptors will be a reasonable distance from location of the plant in each building, the impact of noise generated cannot be known until such time as the plant is installed. It is acknowledged

both Dartford's EHO and the applicant agree to an appropriately worded condition for a post installation acoustic assessment to demonstrate the plant installed meets the design criterion and limits in the submitted acoustic report. A condition has therefore been drafted as set out in the recommended decision at the start of this report.

6.21 A lighting plan has been provided indicating location and type. While the location of lighting has been positioned in appropriate locations on buildings, in car park areas and around the running track and artificial, full assessment is needed to ensure the design and direction of lighting is appropriate and will not cause demonstrable harm to the amenity of local residents, nor be overbearing from longer views. It is noted Sport England have requested details of the artificial grass pitch to be conditioned which is proposed to be captured in a condition for the rest of the site.

6.22 Subject to condition, it is considered the proposal is acceptable in respect of noise and amenity.

6.23 Other Matters:

6.23.1 Environmental Impact Assessment

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

6.23.3 Contamination

6.23.4 Strategic assessment of matters concerning contamination were considered under the outline permission. A condition was added to the outline consent which sets out a phased manner with each of the 5 phases only required should a potential risk be identified by the preceding phase.

6.23.5 Part approval for this condition has been granted in relation to the application site.

6.23.6 Condition discharge for the relevant application (EDC/19/0112) sets out partial discharge in relation to parts 2 and 3, with the following informative (the application site falls within 'Area A') :

'Part 2 of the condition can be met for Areas A, B, C and D with the exception of site investigations that will be required post-earthworks to establish the risk from ground gas. The earthworks specification requires a watching brief and additional testing for asbestos in made ground soils. Part 3 is met for Areas A, B, C and D with the exception of ground gas risk assessment and any remedial measures required to mitigate ground gas risks... A separate application for approval of the details described above is required for full approval of Part 3 for Areas A, B, C and D as identified by this application. PLEASE NOTE - The ground gas site investigation, risk assessment and remedial design should be provided for approval prior to commencement of construction of structures at the site. Parts 4 and 5 of condition 34 are also outstanding for all areas of the site and will require a separate application.'

6.23.7 This has been brought to the applicant's attention who has confirmed they are aware of the requirement and should not impact on delivery. While outside the remit of this reserved matters application, it can be advised as an informative for completeness.

6.23.8 Ecology

6.23.9 The details of ecological works, mitigation measures, management and monitoring have been secured under the outline permission. On-site and future works are being monitored by KCC Biodiversity Officers across the site.

6.23.10 This application relates to a site within the built envelope of Alkerden village. Ecological mitigation and site clearance has already been carried out at the site in accordance with approved details. Comments from KCC confirm this position and they raise no objection (see section 4.1.4 above).

6.23.11 Details of proposed landscaping identify features such as meadow grasslands, bug hotels and rain gardens and the variety of planting narratives will enhance biodiversity.

6.23.12 Recommendations from KCC regarding additional ecological enhancement features within the areas of native species including bat and bird boxes and log piles are set out in the recommended conditions.

6.23.13 Archaeology

6.23.14 Condition 26 of the outline permission requires that details of foundations are provided with any detailed application to ensure no harm is caused to any archaeological interest.

6.23.15 Investigation of archaeological potential at EQ has already been examined in association with conditions 13 and 14 of the outline permission and the Historic Environment Framework which was approved under the outline permission. This Framework identifies the application site is located within an area of 19th/20th century quarrying which was excavated to significant depths. It therefore concludes that there is no potential for redeposited or undisturbed Palaeolithic remains or any potential for remains of other periods.

6.23.16 Since this has already been identified by approved documents pursuant to the outline permission and groundworks have already been carried out at the site, it is not considered necessary that foundation designs are required since no harm would arise, particularly at that depth. It is therefore considered that the application of condition 26 is not appropriate in this instance and foundation designs have not been requested.

6.23.17 No comments have been received from KCC Archaeology.

6.23.18 Condition 25

6.23.19 All relevant matters listed in condition 25 of the outline permission (in relation to details required for reserved matters applications) have been addressed in the application and there are no outstanding issues.

6.23.20 The final detail design of some of the items, such as specific external materials, boundaries and landscaping, as well as external lighting can be secured by condition.

6.23.21 In accordance with part I) of the condition, indicative details of signage and interpretation have been provided. The elevations depict proposed signage above the Fastrack entrance in laser cut lettering and pedestrian signposts that align with existing signage in the rest of the village.

6.23.22 The submitted details are acceptable, though separate advertisement consent will be required, where applicable, in accordance with the Advertisement Regulations.

7.0 FINANCIAL CONSIDERATIONS

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

8.0 HUMAN RIGHTS

8.1 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.

9.0 PUBLIC SECTOR DUTY

9.1 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.

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