

Reference: EDC/21/0081

Site Address: Land North of Hive Lane, Northfleet Embankment West, The Shore, Northfleet, Gravesend, Kent, DA11 9AN.

Proposal: Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north of Hive Lane (Phase 1B) comprising the erection of 121no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (condition 11), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15).

Applicant: Bellway Homes Limited (Thames Gateway)

Parish / Ward: Northfleet North

SUMMARY:

This application seeks approval of reserved matters including details of access, layout, scale, appearance, and landscaping for 121no. dwellings being the first major housing phase of the Northfleet Embankment West mixed-use development. The residential land is being marketed by Bellway Homes as Harbour Village. 38no. of the dwellings (31%) would be delivered as affordable housing and the proposals also include the first formal public open space, Chimney View Park.

The principle of residential development in this location has been established by the outline planning permission. The area also forms part of EDC's strategic site at Northfleet Riverside with a key aspiration that development would re-connect the existing communities with the River Thames and provide a range of high-quality housing, jobs, and recreational places.

The application is guided by the approved detailed residential masterplan for which the outline planning permission requires reserved matters applications to be in accordance. This established "vision objectives" including creating a sustainable neighbourhood, reflecting, and celebrating the site's industrial heritage, creating a cohesive network of streets and open spaces, providing a range of new homes, and creating a waterfront destination with connections to the River Thames. Different character areas were proposed to ensure a locally distinctive development reinforcing local character and heritage.

The proposals would extend the existing Hive Lane north towards the River Thames with a design narrative which references the site's former industrial use as a cement works and landscape setting of cliff-faces and escarpments. The layout includes a strong street hierarchy and would frame views across and through the site, establishing visual links to the Thames and across Northfleet. The provision of dwellings meeting Building Regulations Part M4[2] - Accessible and Adaptable Dwellings exceeds the Section 106 Agreement requirement, and all dwellings would be designed to meet the Nationally

Described Space Standard. Sustainability measures are proposed for energy and water efficiency, as well as electric vehicle charging and car club parking spaces. The proposals also perform well when assessed under Building for a Healthy Life.

The proposals are considered to accord with the principles and parameters established by the outline planning permission, detailed residential masterplan and adopted planning policies, and to be aligned with the Ebbsfleet Implementation Framework. They would form the first phase of development to meet EDC's aspirations for Northfleet Riverside whilst also providing public open space within the phase itself for the benefit of new and existing residents, with representations in support of the proposals received from local residents and community groups.

The application is therefore recommended for approval subject to conditions and items listed in the officer recommendation.

RECOMMENDATION:

Approval subject to:

(i) imposition of the following planning conditions with delegated authority to the Chief Planning Officer to make minor changes to the wording; and

(ii) one of the following two options:

- **Option 1 - Approval of the site-wide Phasing and Implementation Plan pursuant to condition 7 of outline planning permission reference EDC/16/0004; or**
- **Option 2 – Completion of an appropriate deed under s106 to secure triggers for delivery of infrastructure (as set out in this report) and approval of a s.96A non-material amendment application to amend the wording of condition 7 of outline planning permission reference EDC/16/0004 to allow approval of this Phase 1B reserved matters application in advance of approving the site-wide Phasing and Implementation Plan.**

Conditions

Approved Plans

1. The development hereby permitted shall be carried out in accordance with the following approved plans and pursuant to any planning conditions contained hereinafter:

Site Plans

- Drawing no. HVE-BPTW-01-00-DR-A-0010 Rev C01 - Location Plan - Phase 1B
- Drawing no. HVE-BPTW-11-00-DR-A-0102 Rev C07 - Site Plan

Supporting Drawings

- Drawing no. HVE-BPTW-11-00-DR-A-5600 Rev C06 - Parking Strategy
- Drawing no. HVE-BPTW-11-00-DR-A-5900 Rev C06 - Refuse Storage
- Drawing no. HVE-BPTW-11-00-DR-A-6200 Rev C06 - Cycle Parking
- Drawing no. HVE-BPTW-11-00-DR-A-6700 Rev C06 - Roof Plan and PV

- Drawing no. HVE-BPTW-11-00-DR-A-6800 Rev C06 - Allocated Parking and Plot Strategy
- Drawing no. HVE-BPTW-11-00-DR-A-6900 Rev C08 - Materials Strategy
- Drawing no. HVE-BPTW-11-00-DR-A-7200 Rev C02 – Parking Strategy & EV Charging
- Drawing no. 46600/5501/1300/002 Rev B - Phase 1B Proposed Street Lighting
- Drawing no. EBR-BPTW-XX-XX-SH-A-0706-C02-S3 Plot Schedule dated 03.11.21

Levels

- Drawing no. 1803/05/7000 Rev D – Levels Strategy

Affordable Housing

- Affordable Housing Scheme, Northfleet Embankment West Phase 1b – Residential Development by Savills dated 8 October 2021
- Drawing no. HVE-BPTW-11-00-DR-A-7100 Rev C04 - Tenure Strategy

Apartments Floor Plans and Elevations

- Drawing no. HVE-BPTW-40-ZZ-DR-A-1040 Rev C05 - Flat Block A1 and A2 - Ground and Typical Plans
- Drawing no. HVE-BPTW-40-ZZ-DR-A-1041 Rev C04 - Flat Block A1 and A2 - Roof Plan
- Drawing no. HVE-BPTW-T30-ZZ-DR-A-2030 Rev C06 - Flat Block A1 & A2 - Elevations
- Drawing no. HVE-BPTW-T30-ZZ-DR-A-2031 Rev C06 - Flat Block A1 & A2 – Elevations

House Floor Plans

- Drawing no. HVE-BPTW-T01-ZZ-DR-A-1001 Rev C04 - Terrace 01 - GA Plans
- Drawing no. HVE-BPTW-T02-ZZ-DR-A-1002 Rev C04 - Terrace 02 - GA Plans
- Drawing no. HVE-BPTW-T03-ZZ-DR-A-1003 Rev C05 - Terrace 03 - GA Plans
- Drawing no. HVE-BPTW-T04-ZZ-DR-A-1004 Rev C06 - Terrace 04 - GA Plans
- Drawing no. HVE-BPTW-T05-ZZ-DR-A-1005 Rev C06 - Terrace 05 - GA Plans
- Drawing no. HVE-BPTW-T06-ZZ-DR-A-1006 Rev C04 - Terrace 06 - GA Plans
- Drawing no. HVE-BPTW-T07-ZZ-DR-A-1007 Rev C04 - Terrace 07 - GA Plans
- Drawing no. HVE-BPTW-T08-ZZ-DR-A-1008 Rev C04 - Terrace 08 - GA Plans
- Drawing no. HVE-BPTW-T09-ZZ-DR-A-1009 Rev C04 - Terrace 09 - GA Plans
- Drawing no. HVE-BPTW-T10-ZZ-DR-A-1010 Rev C04 - Terrace 10 - GA Plans
- Drawing no. HVE-BPTW-T11-ZZ-DR-A-1011 Rev C04 - Terrace 11 - GA Plans
- Drawing no. HVE-BPTW-T12-ZZ-DR-A-1012 Rev C04 - Terrace 12 - GA Plans
- Drawing no. HVE-BPTW-T13-ZZ-DR-A-1013 Rev C04 - Terrace 13 - GA Plans
- Drawing no. HVE-BPTW-T14-ZZ-DR-A-1014 Rev C04 - Terrace 14 - GA Plans
- Drawing no. HVE-BPTW-T15-ZZ-DR-A-1015 Rev C04 - Terrace 15 - GA Plans
- Drawing no. HVE-BPTW-T16-ZZ-DR-A-1016 Rev C04 - Terrace 16 - GA Plans
- Drawing no. HVE-BPTW-T17-ZZ-DR-A-1017 Rev C04 - Terrace 17 - GA Plans
- Drawing no. HVE-BPTW-T18-ZZ-DR-A-1018 Rev C04 - Terrace 18 - GA Plans
- Drawing no. HVE-BPTW-T19-ZZ-DR-A-1019 Rev C05 - Terrace 19 - GA Plans
- Drawing no. HVE-BPTW-T20-ZZ-DR-A-1020 Rev C01 - Terrace 20 - GA Plans
- Drawing no. HVE-BPTW-T21-ZZ-DR-A-1021 Rev C01 - Terrace 21 - GA Plans
- Drawing no. HVE-BPTW-T22-ZZ-DR-A-1022 Rev C01 - Terrace 22 - GA Plans
- Drawing no. HVE-BPTW-T23-ZZ-DR-A-1023 Rev C04 - Terrace 23 - GA Plans
- Drawing no. HVE-BPTW-T24-ZZ-DR-A-1024 Rev C04 - Terrace 24 - GA Plans
- Drawing no. HVE-BPTW-T26-ZZ-DR-A-1026 Rev C03 - Terrace 26 - GA Plans

- Drawing no. HVE-BPTW-T27-ZZ-DR-A-1027 Rev C03 - Terrace 27 - GA Plans
- Drawing no. HVE-BPTW-T28-ZZ-DR-A-1028 Rev C03 - Terrace 28 - GA Plans
- Drawing no. HVE-BPTW-T29-ZZ-DR-A-1029 Rev C02 - Terrace 29 - GA Plans
- Drawing no. HVE-BPTW-T32-ZZ-DR-A-1032 Rev C01 - Terrace 32 - GA Plans
- Drawing no. HVE-BPTW-T33-ZZ-DR-A-1033 Rev C01 - Terrace 23 - GA Plans
- Drawing no. HVE-BPTW-T34-ZZ-DR-A-1024 Rev C01 - Terrace 34 - GA Plans

House Elevations

- Drawing no. HVE-BPTW-T01-ZZ-DR-A-2001 Rev C06 - Terrace 01 - Elevations
- Drawing no. HVE-BPTW-T02-ZZ-DR-A-2002 Rev C06 - Terrace 02 - Elevations
- Drawing no. HVE-BPTW-T03-ZZ-DR-A-2003 Rev C05 - Terrace 03 - Elevations
- Drawing no. HVE-BPTW-T04-ZZ-DR-A-2004 Rev C06 - Terrace 04 - Elevations
- Drawing no. HVE-BPTW-T05-ZZ-DR-A-2005 Rev C07 - Terrace 05 - Elevations
- Drawing no. HVE-BPTW-T06-ZZ-DR-A-2006 Rev C06 - Terrace 06 - Elevations
- Drawing no. HVE-BPTW-T07-ZZ-DR-A-2007 Rev C06 - Terrace 07 - Elevations
- Drawing no. HVE-BPTW-T08-ZZ-DR-A-2008 Rev C06 - Terrace 08 - Elevations
- Drawing no. HVE-BPTW-T09-ZZ-DR-A-2009 Rev C06 - Terrace 09 - Elevations
- Drawing no. HVE-BPTW-T10-ZZ-DR-A-2010 Rev C06 - Terrace 10 - Elevations
- Drawing no. HVE-BPTW-T11-ZZ-DR-A-2011 Rev C06 - Terrace 11 - Elevations
- Drawing no. HVE-BPTW-T12-ZZ-DR-A-2012 Rev C06 - Terrace 12 - Elevations
- Drawing no. HVE-BPTW-T13-ZZ-DR-A-2013 Rev C06 - Terrace 13 - Elevations
- Drawing no. HVE-BPTW-T14-ZZ-DR-A-2014 Rev C06 - Terrace 14 - Elevations
- Drawing no. HVE-BPTW-T15-ZZ-DR-A-2015 Rev C06 - Terrace 15 - Elevations
- Drawing no. HVE-BPTW-T16-ZZ-DR-A-2016 Rev C06 - Terrace 16 - Elevations
- Drawing no. HVE-BPTW-T17-ZZ-DR-A-2017 Rev C06 - Terrace 17 - Elevations
- Drawing no. HVE-BPTW-T18-ZZ-DR-A-2018 Rev C06 - Terrace 18 - Elevations
- Drawing no. HVE-BPTW-T19-ZZ-DR-A-2019 Rev C06 - Terrace 19 – Elevations
- Drawing no. HVE-BPTW-T20-ZZ-DR-A-2020 Rev C01 - Terrace 20 - Elevations
- Drawing no. HVE-BPTW-T21-ZZ-DR-A-2021 Rev C01 - Terrace 21 - Elevations
- Drawing no. HVE-BPTW-T22-ZZ-DR-A-2022 Rev C01 - Terrace 22 - Elevations
- Drawing no. HVE-BPTW-T23-ZZ-DR-A-2023 Rev C06 - Terrace 23 - Elevations
- Drawing no. HVE-BPTW-T24-ZZ-DR-A-2024 Rev C06 - Terrace 24 - Elevations
- Drawing no. HVE-BPTW-T26-ZZ-DR-A-2026 Rev C05 - Terrace 26 - Elevations
- Drawing no. HVE-BPTW-T27-ZZ-DR-A-2027 Rev C03 - Terrace 27 - Elevations
- Drawing no. HVE-BPTW-T28-ZZ-DR-A-2028 Rev C03 - Terrace 28 - Elevations
- Drawing no. HVE-BPTW-T29-ZZ-DR-A-2029 Rev C03 - Terrace 29 – Elevations
- Drawing no. HVE-BPTW-T32-ZZ-DR-A-2032 Rev C01 - Terrace 32 - Elevations
- Drawing no. HVE-BPTW-T33-ZZ-DR-A-2033 Rev C01 - Terrace 33 - Elevations
- Drawing no. HVE-BPTW-T34-ZZ-DR-A-2034 Rev C01 - Terrace 34 - Elevations

Street Elevations

- Drawing no. HVE-BPTW-50-ZZ-DR-A-7521 Rev C07 - Character Area Street Elevations
- Drawing no. HVE-BPTW-51-ZZ-DR-A-7523 Rev C06 - Proposed Site Elevations
- Drawing no. HVE-BPTW-52-ZZ-DR-A-7525 Rev C06 - Proposed Site Elevation

Landscaping

- Drawing no. LD-PLN-111 Rev P06 - Hardworks Sheet 1 of 6
- Drawing no. LD-PLN-112 Rev P06 - Hardworks Sheet 2 of 6
- Drawing no. LD-PLN-113 Rev P06 - Hardworks Sheet 3 of 6
- Drawing no. LD-PLN-114 Rev P07 - Hardworks Sheet 4 of 6
- Drawing no. LD-PLN-115 Rev P07 - Hardworks Sheet 5 of 6

- Drawing no. LD-PLN-116 Rev P06 - Hardworks Sheet 6 of 6
- Drawing no. LD-PLN-121 Rev P05 - Boundaries and Edges Plan Sheet 1 of 6
- Drawing no. LD-PLN-122 Rev P05 - Boundaries and Edges Plan Sheet 2 of 6
- Drawing no. LD-PLN-123 Rev P05 - Boundaries and Edges Plan Sheet 3 of 6
- Drawing no. LD-PLN-124 Rev P07 - Boundaries and Edges Plan Sheet 4 of 6
- Drawing no. LD-PLN-125 Rev P07 - Boundaries and Edges Plan Sheet 5 of 6
- Drawing no. LD-PLN-126 Rev P02 - Boundaries and Edges Plan Sheet 6 of 6
- Drawing no. LD-PLN-400 Rev P07 - Sitewide Illustrative Soft Landscaping Plan
- Drawing no. LD-PLN-401 Rev P04 - Chimney View Park Detail
- Drawing no. LD-SCH-800 Rev P01 - Illustrative Planting Schedule - Sitewide Public Realm
- Drawing no. LD-SCH-801 Rev P01 Chimney View Park Illustrative Planting Schedule – Chimney View Park

Reason: For the avoidance of doubt and to ensure a satisfactory form of development and visual amenity in the locality.

Details Required Prior to Above Ground Works

2. No development above ground level shall take place until the following architectural details (including samples if requested) have been submitted to and approved in writing by the Local Planning Authority:
 - a) Brick detailing annotated on the approved drawings
 - b) Additional feature brick detail to plots 72, 80, 81, 88, 89, 98, 104, 109 and 110
 - c) Entrance canopies
 - d) Window reveals
 - e) Dormer windows
 - f) Location, form, and appearance of meter boxes

The dwellings shall thereafter be constructed in accordance with the approved architectural details.

Reason - To ensure that architectural features of buildings which are essential to distinctiveness of the development and satisfactory appearance of the development as a whole are assessed at a sufficiently early stage in the construction to enable their delivery in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19 and paragraphs 55 and 130 of National Planning Policy Framework.

Informative: Plots 72, 80, 81, 88, 89, 98, 104, 109 and 110 referred to are shown on drawing no. HVE-BPTW-11-00-DR-A-6800 Rev C06 - Allocated Parking and Plot Strategy.

3. No development above ground level shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority:
 - a) Low boundary wall and railing including elevation and section of the wall, coping, and railing above
 - b) Balconies including balustrades and finish to underside of the balcony platform
 - c) Entrance canopies and building name signage
 - d) Location, form and appearance of external mailboxes and intercom system

The apartments and low wall and railing boundary treatment shall thereafter be constructed in accordance with the approved details.

Reason – To ensure satisfactory ground floor amenity spaces would be provided to future residents of the apartments with a satisfactory appearance and assessed at a sufficiently early stage in the construction to enable their delivery in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19 and paragraphs 55 and 130 of National Planning Policy Framework.

4. No development above ground level shall take place until details of the form, appearance, and materials to be used for the cycle and bin stores to all houses within the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The approved cycle and bin stores shall thereafter be installed in accordance with the approved details prior to first occupation of the dwelling to which they relate.

Reason - In order to encourage sustainable travel and to ensure satisfactory appearance and function of these buildings, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS11 and CS19.

5. No development above ground level shall take place until details of the proposed active electric vehicle charging points (comprising sockets connected to the electrical supply system that vehicle owners can plug their vehicle into, with a minimum output rating of 7kW- Mode 3, AC) and passive electric vehicle charging provision (comprising provision of the network of cables and an associated power supply necessary to connect to future EV charging points), in the locations as shown and annotated on drawing No. HVE-BPTW-11-00-DR-A-7200-C02 – Parking Strategy & EV Charging (but allowing for an increased quantum of electric vehicle provision to be proposed through submission of an update to this drawing), have been submitted to and approved in writing by the Local Planning Authority. The details shall include arrangements for management and maintenance of the electric vehicle charging points that are located within communal car parking areas and privately maintained highway verges. The approved active and passive electric vehicle charging points shall thereafter be installed prior to first occupation of the dwelling or car park to which they relate and shall be retained in working order at all times.

Reason - In order to encourage sustainable travel and protect amenity, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS11 and CS19.

6. No development above ground level shall take place until details of the appearance and form of street lighting equipment has been submitted to and approved in writing by the Local Planning Authority. The street lighting shall be installed in accordance with the approved details and in the approved locations shown on drawing no. 46600/5501/1300/002 prior to the relevant road(s) first being brought into use by members of the public.

Reason - In order to ensure an acceptable standard of development upon completion, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19

7. No development above ground level shall take place until details of photovoltaic panels, in the indicative locations shown and annotated on drawing no. HVE-BPTW-11-00-DR-A-6700-C06, have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include the appearance, form, and technical specification of the photovoltaic panels, and how they would be integrated into roofs of the dwellings. The photovoltaic panels shall be installed in accordance with the approved details prior to first occupation of the dwelling to which they relate and thereafter be retained at all times.

Reason – To ensure an acceptable standard of development and upon completion and implementation of on-site renewable energy generation, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS18 and CS19.

8. No development above ground level shall take place until details of the form and appearance of the following have been submitted to and approved in writing by the Local Planning Authority:

- (a) All boundary treatments as shown on the approved boundaries and edges plans (except low boundary wall and railing required under condition 3); and
- (b) Acoustic barriers in the locations shown in Figure 4 and paragraph 4.11.1 of the Northfleet Embankment West, Phase 1b Acoustic Report Rev. 2 (dated October 2021 ref. 332410098).

Thereafter the approved boundary treatments shall be installed prior to first occupation of the dwelling or public open space to which they relate, and acoustic barriers installed in accordance with the approved details prior to first occupation of plots 57 and 81 of the development hereby approved, and be retained at all times unless written permission of the Local Planning Authority for their removal having first been obtained.

Reason - To safeguard neighbouring amenity and maintain a good standard of design and residential amenity and in order to protect the commercial viability of safeguarded wharves, in accordance with adopted Local Plan Core Strategy Policy CS19 and Kent Minerals and Waste Local Plan Policy DM8.

Informative: Plots 57 and 81 referred to are shown on drawing no. HVE-BPTW-11-00-DR-A-6800 Rev C06 - Allocated Parking and Plot Strategy.

Details Required prior to First Occupation

9. Prior to the first occupation of any dwelling hereby approved a detailed soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority and shall include:

- a) The type and species of planting to be carried out, to include their quantity and size;
- b) Full landscape details of the proposed swale within the northern boundary of Chimney View Park including its size, capacity, ecological benefit, toleration of high and low volumes of water by the proposed planting species.

The soft landscaping scheme shall accord with details illustrated and annotated on the approved drawings, but notwithstanding reference to planting mixes shown on drawing no. 10986-LD-PLN-400 Rev P07 (Phase 1B - Sitewide Illustrative Soft Landscape Plan) it shall adopt a planting approach which is not reliant on large areas of planting mixes and include hedge planting to elevation of the apartments fronting Hive Lane.

Thereafter the approved soft landscaping scheme for residential areas shall be carried out in full during the first available planting season following first occupation of the dwelling to which it relates, street planting prior to first use of the road by public vehicles and public open space (excluding Chimney View Park) by occupation of any dwelling in the Bevans Park Character Area as identified in the masterplan. The soft landscaping shall be maintained in accordance with the landscape and ecological management plan (LEMP) to be approved pursuant to the outline planning permission. Any trees, plants or grass that die, are damaged, removed or become diseased shall

be replaced with a species of a similar size and species during the next available planting season.

Reason - In order to ensure an acceptable and functional standard of development upon completion, in accordance with adopted Gravesham Local Plan Core Strategy policies CS12 and CS19 and National Planning Policy Framework paragraph 130.

Informative: Chimney View Park is required to be delivered by the occupation of 100 dwellings under the Phasing Implementation plan or deed under s.106 referred to in the officer recommendation.

10. Prior to the first occupation of the dwelling or area of open space to which they relate, the ecological enhancement measures shown in Figure 1 of the Phase 1B Ecological Mitigation and Enhancement Strategy by AA Environmental Limited dated April 2021 shall be installed in accordance with details of their form and siting which have first been submitted to and approved in writing by the local planning authority, and thereafter retained at all times. The development shall incorporate measures to ensure protection of the retained trees as identified in the Tree Protection Plan attached as Appendix 3 of the Arboricultural Implications Report prepared by SJA Trees dated April 2021 (Ref. SJA air 20162-01).

Reason - To accord with the terms of the application by ensuring ecological enhancement measures are incorporated and retained as part of the development and to ensure the continued well-being of the trees in the interests of the amenity and environmental quality of the locality, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS12 and CS19 and National Planning Policy Framework paragraph 180.

11. Prior to the first occupation of any dwelling hereby approved a detailed specification of all items of proposed play equipment and all street furniture (including visitor cycle stands) shall be submitted to and approved in writing by the Local Planning Authority. The details shall accord substantially with details illustrated and annotated on the approved drawings and be implemented in full prior to the open space they relate to being first made available for public use.

Reason - In order to ensure an acceptable and functional standard of development upon completion, in accordance with adopted Gravesham Local Plan Core Strategy policy CS19.

Informative: Play equipment and street furniture are identified on the approved hardworks plans within both Chimney View Park and public open space to the eastern site boundary.

12. Prior to the first occupation of any dwelling hereby approved details of the form, appearance, and content of the 3no. heritage interpretation boards in the locations shown on drawing no,s LD-PLN-113 Rev. P06 (Hardworks Sheet 3 of 6) and LD-PLN-114 Rev. P07 (Hardworks Sheet 4 of 6) shall be submitted to and approved in writing by the Local Planning Authority. The approved heritage interpretation boards shall thereafter be installed prior to Chimney View Park open space being fist made available for public use and retained at all times.

Reason - To ensure satisfactory interpretation of features of archaeological interest in accordance with adopted Gravesham Local Plan Core Strategy Policy CS20 and National Planning Policy Framework paragraph 205.

13. Prior to the first occupation of any dwelling hereby approved a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall substantially accord and expand upon the proposals outlined Section 4 and Figure 4 of the Phase 1B Access and Parking Technical Note Updated Masterplan by Stantec dated September 2021 (Ref. 46600/5501) including details of the following:

- a) Traffic Regulation Order (TRO) to manage on-street car parking within the site and a timetable for its implementation; and
- b) Private Parking Management arrangements to be employed until such time as the TRO is implemented.
- c) Provision of the 2no. allocated car club parking spaces, in the locations identified on drawing no. HVE-BPTW-11-00-DR-A-5600-C06 (Parking Strategy), and arrangements to provide a car club service.

The development shall thereafter be managed in full accordance with the approved Parking Management Plan, which shall also be incorporated within and subject to reviews at the same time as the Residential Travel Plan to be approved pursuant to condition 33 of the outline planning permission.

Reason: To ensure adequate management arrangements for residential and visitor car parking, the free flow of traffic on the highway, and to encourage sustainable travel in accordance with Gravesham Local Plan Core Strategy policy CS11 and saved Local Plan First Review Policy P3.

Compliance Conditions

14. The development shall incorporate for the dwellings identified the noise mitigation measures shown in Figure 5 and paragraph 4.11.9 of the Northfleet Embankment West, Phase 1b Acoustic report Rev. 2 dated October 2021 (Ref. 332410098), prior to first occupation of the dwelling to which it relates.

Reason – In order to protect residential amenity of the future occupants from industrial noise and in order to protect the commercial viability of safeguarded wharves, in accordance with adopted Local Plan Core Strategy Policy CS19 and Kent Minerals and Waste Local Plan Policy DM8.

15. Plots 3-8, 11-38, 57-59, 65, 66, 89-98, 100-102, 113-116, and 119-121 hereby approved, as identified on drawing no. EBR-BPTW-XX-XX-SH-A-0706-C02 (Plot Schedule dated 03.11.21) shall be designed and constructed in accordance with optional Building Regulations Part M4 [2] - Accessible and Adaptable Dwellings.

Reason - To accord with the terms of the application by ensuring the provision of accessible and adaptable dwellings, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

Informative: Plots 3-8, 11-38, 57-59, 65, 66, 89-98, 100-102, 113-116, and 119-121 referred to are shown on drawing no. HVE-BPTW-11-00-DR-A-6800 Rev C06 - Allocated Parking and Plot Strategy.

16. The development hereby approved shall incorporate measures specified within the following sections of the Energy and Sustainability Statement v3 by Stantec dated October 2021 (ref. 46600 / 3002):

- (i) Proposed Be Lean Passive Design Measures - Fabric Specification detailed within table 3.1; and
- (ii) Building Services detailed within section 3.3 and table 3.2.

These measures shall be implemented in full prior to first occupation of the dwelling to which they relate.

Reason - To accord with the terms of the application and support carbon reduction and energy efficiency in accordance with adopted Gravesham Local Plan Core Strategy Policy CS18.

17. All dwellings hereby approved shall meet Building Regulations Part G optional requirement for water efficiency of 110 litres per person per day. The water efficiency measures to achieve this, including provision of water butts and composting bins, as set out in sections 4.1 and 5.5.1 of the Energy and Sustainability Statement v3 by Stantec dated October 2021 (ref. 46600 / 3002) shall be implemented in full prior to first occupation of the dwelling to which they relate.

Reason – To accord with the terms of the application and support the sustainable surface water drainage system, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS18.

18. Hard landscaping as shown on the approved plans shall be installed prior to first occupation of the dwelling to which it relates and be retained at all times unless with written permission of the Local Planning Authority for removal having first been obtained.

Reason - To safeguard neighbouring amenity and maintain a good standard of design, public realm, and private external amenity areas, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

19. Visibility splays identified in the Phase 1B Visibility drawing attached as Appendix B of the Phase 1B Access and Parking Technical Note Updated Masterplan by Stantec dated September 2021 (Ref. 46600/5501) shall be provided prior to occupation of the dwelling(s) to which they relate and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to that Order revoking and re-enacting that Order, no obstruction shall be erected or placed within the visibility splays so as to obscure them.

Reason - In the interest of highway and pedestrian safety, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS11 and Local Plan First Review Saved Policy T5.

20. The residential vehicle parking and turning areas shown on the approved plans shall be formed, surfaced, drained, and marked out prior to the building to which they relate first being occupied. Visitor spaces, the location of which is indicated on the approved drawings, shall be clearly demarcated as such, and shall remain unallocated at all times. Thereafter, notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to it in any statutory instrument revoking and re-enacting that Order, no development shall be carried out on the site in such a manner or in such a position as to preclude the use of or access to the approved vehicle parking and turning areas.

Reason - To ensure sufficient off-street car parking provision to serve the development, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS11 and saved Local Plan First Review Policy P3.

21. The communal cycle storage facilities for the apartments hereby approved, as shown on the approved plans, shall be constructed, furnished, and made available for use prior to occupation of the first dwelling within the building to which they relate, and shall thereafter be retained and kept available for use by the residents at all times.

Reason - In order to encourage sustainable travel, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS11 and saved Local Plan First Review Policy P3.

22. The communal refuse and recycling storage areas for the apartments hereby approved, as shown on the approved plans, shall be constructed, furnished, and made available for use prior to occupation of the first dwelling within the building to which they relate, and shall thereafter be retained and kept available for use by the residents at all times.

Reason - In the interests of residential amenity, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

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

Reason - In order to protect the amenity and privacy of adjoining properties in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

24. Notwithstanding the provisions of Article 3, Part 1 Classes A, B, D, G and H of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or in any equivalent Class in any Order revoking or re-enacting that Order no additional window, door or other form of opening other than those shown on the approved drawings shall be formed, no addition or alteration to the roof or the construction of a porch outside any external door, nor installation of any satellite dishes or other microwave antenna, chimney, flue or soil and vent pipe, shall be carried out without the prior written permission of the Local Planning Authority having first been obtained.

Reason - To safeguard neighbouring amenity and maintain a good standard of design and private external amenity areas, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

25. Notwithstanding the provisions of Article 3, Part 1 Class F, and Part 2 Classes A and B of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or in any equivalent Class in any Order revoking or re-enacting that Order, no additional hard surface for the purpose of parking a motor car, no additional means of access to a highway and no erection, construction or alteration to a gate, fence or other means of enclosure, shall be carried out without the prior written permission of the Local Planning Authority having first been obtained.

Reason - In order to maintain a good standard of design and amenity, to maintain the character of the development and to ensure the proper planning of the area in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

Informatives

1. **ADDITIONAL DOCUMENTS**

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

- Design and Access Statement by BPTW dated September 2021
- Planning Statement by Savills dated May 2021
- Residential Quality and Amenity Note - M4(2) Provision by Savills dated 3rd November 2021
- Drawing no LD-PLN-105 Rev P03 – Phase 1B Illustrative Masterplan.
- Phase 1B Ecological Mitigation and Enhancement Strategy by AA Environmental Limited dated April 2021
- Arboricultural Implications Report prepared by SJA Trees dated April 2021 (Ref. SJA air 20162-01).
- Palaeolithic Archaeological and Geoarchaeological Excavation report by RPS dated February 2021
- Northfleet Embankment West Phase 1B Infrastructure Assessment by Stantec dated September 2021
- Northfleet Embankment West, Phase 1b Acoustic report Rev. 2 dated October 2021 (Ref. 332410098)
- Email RE: Northfleet Embankment West, Phase 1b - Acoustic Report by Stantec dated 21.10.21
- Northfleet Harbour Village – Phase 1B – Air Quality Technical Note by Stantec dated October 2021
- Phase 1B Access and Parking Technical Note Updated Masterplan by Stantec dated September 2021 (Ref. 46600/5501)
- Energy and Sustainability Statement v3 by Stantec dated October 2021 (ref. 46600 / 3002)
- Response to KCC and EDC Comments (October 2021) by Stantec
- Response to GBC Comments (October 2021) by Stantec
- Outdoor Lighting Report by Stantec dated 14 October 2021
- Harbour Village Northfleet Statement of Community Involvement, Masterplan, Phase 1a and Phase 1b by the Terrapin Group updated for March 2021
- Northfleet Art Competition Report by the Terrapin Group

2. **OUTLINE PLANNING PERMISSION**

The applicant is reminded that this decision is an approval of reserved matters pursuant to an outline planning permission and that the conditions attached to the outline planning permission also have to be complied with. For the avoidance of any doubt, the approved scheme shall be regarded as a single phase development for the purpose of discharging conditions attached to the outline planning permission, unless otherwise agreed in writing by the Local Planning Authority.

For avoidance of doubt this reserved matters approval provides information required under conditions 2, 9, 11 and 15 of the outline planning permission subject to any relevant conditions set out in this decision notice.

This approval does not however have the effect of discharging any other conditions imposed on the outline planning permission. In relation to details required for certain conditions the applicant is advised as follows in respect of this development:

Condition 16 – Construction Environmental Management Plan (CEMP)

The CEMP to be approved pursuant to condition 16 shall include mitigation measures for 'high risk' sites (with reference to The Institute of Air Quality Management (IAQM))

best practice guidance) as set out in section 5 of the Northfleet Harbour Village – Phase 1B – Air Quality Technical Note by Stantec dated October 2021.

Condition 23 – Surface Water Drainage Scheme

The surface water drainage scheme pursuant to condition 23 shall include details of the swale shown to the north of Chimney View Park on drawing no LD-PLN-105 Rev P03 – Phase 1B Illustrative Masterplan.

Condition 29 – External Materials

Further details to be submitted pursuant to condition 29, including samples where requested by the Local Planning Authority, shall be based on the details and annotations included on the plans hereby approved.

Condition 30 – Surface Materials

Further details to be submitted pursuant to condition 30, including samples where requested by the Local Planning Authority, shall be based on the details and annotations included on the plans hereby approved.

Condition 32 – Landscape and Ecological Management Plan (LEMP)

The LEMP to be approved pursuant to condition 32 shall include a management plan for the soft landscaping details included on the plans hereby approved and the swale shown to the north of Chimney View Park.

Condition 33 – Residential Travel Plan

A travel plan is required prior to first occupation of any residential dwelling. Comments received from Highways and Transportation emphasise the importance of sustainable transport in reference to the parking provision proposed for this development.

Condition 49 - External plant, equipment, solar panels, or other paraphernalia

Further details for solar panels are required pursuant to condition 7 of this decision notice. No other external plant, equipment, solar panels, or other paraphernalia are approved.

3. 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.

4. 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 Act 1996 etc.

5. KCC HIGHWAYS

It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway. Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

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 public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs, or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant 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.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

6. NAMING AND NUMBERING (GBC)

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

The Naming and Numbering Certificate, when issued, will reduce location or delivery problems via Royal Mail or other carriers, and importantly for the Police, Ambulance, and Fire & Rescue services. Registration is also necessary to register to vote, for utility connections, and will avoid duplicate addresses. The Naming and Numbering service is provided by the Borough Council. Further information is available from the following page of the council's website: <https://www.gravesham.gov.uk/home/planning-and-building/street-naming-and-numbering-register/overview>.

It should be noted that the approved Heritage Management Plan includes a commitment by the developer to engagement with local residents/groups to inform a strategy for street naming at the application site.

7. 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 and was advised of planning issues during the processing of the application and additional information has been submitted to address these. The application was determined within the relevant timescales agreed through an extension of time.

1.0 SITE CONTEXT AND PROPOSAL

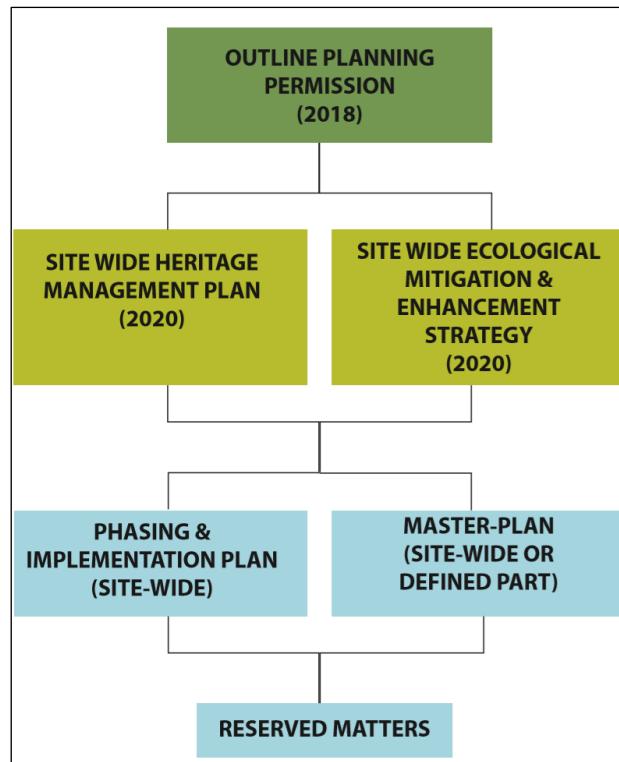
1.1 Site Context

Northfleet Embankment West Strategic Site

- 1.1.1 This application relates to part of Northfleet Embankment West which lies within the Northfleet Riverside strategic development area as identified in the EDC Implementation Framework. Northfleet Embankment West comprises the former Northfleet cement works which ceased operation in December 2008. Demolition of the majority of the buildings and structures was completed in 2010. Only an eight-storey office building, the despatch office and a range of small ancillary buildings remain on the site.
- 1.1.2 The wide scale excavation of cement and lime works between the River Thames and Northfleet High Street has led to significant topographical changes in the area. The upper levels of land are 20m to 30m above the lower land levels and there are various cliffs and slopes.
- 1.1.3 Heavy industry and employment operations take place within the wider Northfleet Riverside including manufacturing, a tissue paper mill, aggregates import, a builder's yard, together with some vacant plots. Within Northfleet Embankment West there are two safeguard wharves. Commercial operations take place at 42 Wharf located at the eastern end, which is operated by Tarmac to serve their existing Bulk Powders Import Terminal and will serve their approved Bulk Aggregates Import Terminal. Robins Wharf lies at the western end adjacent to where the River Ebbsfleet enters the River Thames via Robin's Creek. Both of these wharves are safeguarded by the Kent Minerals and Waste Local Plan for their minerals function. The redundant Bevans Wharf is no longer operational and is not safeguarded.

Planning Background

- 1.1.4 Outline planning permission (reference EDC/16/0004) with all matters reserved was granted in June 2018 for a mixed-use development comprising up to 532 residential dwellings, 46,000sqm of employment floorspace, a neighbourhood centre with retail units and a community centre and riverside pubs and restaurants. The permission was accompanied by a s.106 Agreement. The land was subsequently sold and is now in dual ownership. The land approved for residential development was purchased by Bellway Homes in early 2020 and the remaining employment land is owned by Northfleet Property LLP which was acquired by NWM Investments.
- 1.1.5 The outline planning permission is tiered and requires approval of particular documents prior to being able to move onto the next stage. The structure of the outline permission is shown below.



Structure of the Outline Planning Permission

- 1.1.6 A Heritage Management Plan and an Ecological Mitigation and Enhancement Strategy were approved in April 2020 and May 2020 respectively.
- 1.1.7 A detailed residential masterplan, approved in December 2020, provides a comprehensive set of design parameters for the residential land. The parameters include different character areas to ensure a locally distinctive development reinforcing local character and heritage, and a high-quality framework against which future reserved matters applications are to be assessed. It also carried forward from the outline planning permission commitments in respect of sustainable building design including incorporation of green/brown roofs on some buildings, electric vehicle charging (active or passive) across the whole scheme, sustainable drainage, water reduction and small-scale renewable energy generation.
- 1.1.8 At time of writing this report the Phasing and Implementation Plan is still under consideration. However, the principle of allowing Phase 1B to be determined in advance of the Phasing and Implementation Plan has been agreed subject to completion of a deed under s106 securing the delivery of infrastructure associated with the Phase 1B dwellings within an appropriate and agreed timescales. Procedurally this also requires an amendment to the wording of an outline planning condition (condition 7).
- 1.1.9 Reserved Matters have been approved for Phase 1A of the residential development, comprising 3 dwellings at Factory Road and commencement of development on this phase has effectively implemented the outline consent.
- 1.1.10 Full planning permission was also granted in July 2021 for the formation of a development platform across the Northfleet Embankment West site, comprising the land benefitting from outline planning permission for residential and employment

development, and earthworks for the future residential development have commenced under this stand-alone permission.

Application Site – Residential Phase 1B

- 1.1.11 The application site comprises an area of approximately 3.5ha with site levels reducing from south to north towards the River Thames which lies approximately 300m to the north.
- 1.1.12 An existing residential area adjoins the site to the south, comprising three and four storey apartments with shallow pitched roofs. Access to the development is proposed via an extension of Hive Lane which itself is accessed from Northfleet High Street.
- 1.1.13 Existing residential properties also lie to the west in College Road. To the north lies sites for future residential phases of the wider Northfleet Embankment West development site. To the east, at a lower land level, lies the commercial access road serving commercial wharf operations. Beyond this lies a prominent escarpment proposed for a heritage park (Bevan’s Park), public open space to serve both existing and future residents. The park levels would align with that of Phase 1B and a new pedestrian/ cycle bridge is proposed between these, providing east-west connectivity between the residential land through the heritage park and to the local primary school.
- 1.1.14 The site lies within Flood Zone 1 and Groundwater Source Protection Zone 2 (Outer Protection Zone).
- 1.1.15 The site also lies within the Northfleet Industrial Air Quality Management Area declared for particulates emissions.

1.2 Proposal

- 1.2.1 This application seeks approval of reserved matters including details of access, layout, scale, appearance, and landscaping for 121no. dwellings, of which 38no. would be delivered as affordable housing, and with associated highway infrastructure, parking, and servicing. Public open space is also proposed, primarily a play park (Chimney View Park) located at south of the phase.
- 1.2.2 The proposals would provide the following accommodation:

Dwelling Type	1 Bed	2 Bed	3 Bed	4 Bed	TOTAL
House	-	10	60	16	86
Apartment	12	16	-	-	28
FOG	-	7	-	-	7
TOTAL	12	33	60	16	121

- 1.2.3 The proposal also incorporates 0.53ha public open space of which 0.43ha would be provided within a play park (Chimney View Park) located at the south of the phase. The diverted route of Public Footpath NU3 would run through Phase 1B in addition to other pedestrian and cycle routes.
- 1.2.4 The application is accompanied by the following:
 - Location and Site Plans

- Strategy Plans – Parking, Refuse, Cycle, Roof Plan/PV, Material and Finished Floor Levels
- Street Elevations
- Apartment and House Floor Plans and Elevations
- Hard and Soft Landscaping, Boundaries and Edging plans
- Planning Statement
- Design and Access Statement
- Ecological Mitigation and Enhancement Strategy
- Heritage Excavation Report
- Infrastructure Assessment including Acoustic Report and Air Quality Technical Note
- Statement of Community Involvement including Northfleet Art Competition Report
- Energy Sustainability Statement
- Access and Parking Technical Note
- Lighting Report and Strategy

2.0 RELEVANT PLANNING HISTORY

Wider Northfleet Embankment West Site – Outline Planning Permission

- 2.1 EDC/16/0004 - Outline application with all matters reserved for a mixed development including up to 532 dwellings and up to 46,000 sq. m employment floorspace. Approved by EDC on 8th June 2018.
- 2.2 EDC/19/0124 - Application for non-material amendments to conditions 7 and 8 of outline planning permission reference no. EDC/16/0004 to allow submission of the Phasing and Implementation Plan and Detailed Masterplan for approval either prior to or at the same time as submission of the first Reserved Matters application. Approved by EDC on 8th August 2019.
- 2.3 EDC/19/0201 - Application for the discharge of condition 6(a) attached to outline permission reference no. EDC/16/0004 relating to a site-wide Heritage Management Plan. Approved by EDC on 17th April 2020.
- 2.4 EDC/19/0202 - Application for the discharge of condition 6(b) attached to outline permission reference no. EDC/16/0004 relating to an Outline Ecological Mitigation and Enhancement Strategy. Approved by EDC on 21st May 2020.

Phasing and Implementation Plan

- 2.5 EDC/20/0079 - Application for the discharge of condition 7 attached to outline planning permission reference no. EDC/16/0004 relating to a detailed Phasing and Implementation Plan. Application Pending Consideration
- 2.6 EDC/20/0176 - Application for non-material amendment to outline planning permission reference no EDC/16/0004 to amend the wording of condition 7 to allow development on land at Factory Road to be commenced in advance of the site-wide Phasing and Implementation Plan. Approved by EDC on 17th December 2020.

Residential Masterplan

- 2.7 EDC/20/0080 - Application for the partial discharge of condition 8 attached to outline planning permission reference no. EDC/16/0004 relating to a detailed Masterplan for the residential land. Approved by EDC on 17th December 2020.

Reserved Matters

- 2.8 EDC/20/0076 - Application for approval of reserved matters (relating to access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land at Factory Road comprising the erection of 3no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, and ecological mitigation and enhancement strategy (Condition 9), renewable energy, water conservation and carbon reduction technologies (Condition 11), soft landscaping, boundary treatments, and the treatment of public highways and vehicle parking (Condition 15), land re-profiling (Condition 17), measures to protect existing infrastructure (Condition 19), and surface materials (Condition 30). Approved by EDC on 18th December 2021

Wider Northfleet Embankment West Site – Development Platform

- 2.9 EDC/20/0147 - Formation of a development platform (residential and employment) comprising excavation and infilling of the site, including access roads. Approved by EDC on 7th July 2021

3.0 PUBLICITY AND REPRESENTATIONS

- 3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list of planning applications
- 3.2 Neighbour notification letters were sent to 121 local addresses as well as adjoining major landowners Tarmac and NWM Properties.
- 3.3 The proposals were also advertised on site via 8no. notices and publication in a local newspaper for the following reason(s):
- Major Development
 - Development Affecting a Public Right of Way
- 3.4 In addition to notifying Northfleet North ward councillors, the following local groups, organisations, and businesses were notified:
- Huggen's College
 - The Hive Library
 - St Botolph's Church
 - Northfleet Veterans Club
 - Lawn Community Primary School
 - Northfleet Harbour Restoration Trust
 - Northfleet Big Local
 - No Walls Gardens
 - Council for Voluntary Service, North West Kent
 - South East Baptist Association
 - Romani, Czech, Slovak Support Project

- Hive Hope Foodbank

3.5 This was in addition to the public engagement undertaken by Bellway Homes that ran between December 2020 and March 2021, the feedback from which is set out in Section 7 of the applicant's Statement of Community Involvement that accompanies this submission.

3.6 At the time of writing this report **5no. written representations** were received for this application, summarised as follows:

Mr Oladipo Lawal - The Redeemed Christian Church of God, City of His Grace, Northfleet

- Fully support the development of The Harbour Village because of the benefit it will bring to the community.

Ms Andrea Jackova, Romani Slovak Czech Community

- There are essential needs for the local people, such as preserving history and heritage, getting local jobs for local people and a well-needed playground for children. Believe that the development of The Harbour Village will bring all those benefits to the community, and therefore fully support it.
- Hope that the planning permission will be granted so Chimney View Park can open as quickly as possible and the existing community can benefit from the scheme very soon.

Mrs Sarah Turner

- Believe it is essential for this area to have these building works proceed as soon as possible, as this will bring upgrade opportunities to the Hive and its shopping precinct and increase footfall for the businesses, as well open up new opportunities for training etc to the local youth. This really is essential especially after a year of disruption due to the pandemic, for local people to feel that life is starting up again.
- Several charities are already operating job training schemes in the area.
- Anything EDC can do to expedite all of this has to be good, i.e. planning permissions etc.

Mr Stephen Stamp on behalf of Northfleet Central Charitable Incorporated Organisation (CIO)

- Northfleet Central CIO are a charity located in Northfleet with the objectives of improving the quality of life and life chances for the residents of Northfleet.
- Support the development because it brings much needed improvement to the environment, to the general appearance of the area and to the economic prosperity of the area with the arrival of new residents who will support local businesses and become members of the community.
- The additional provision of green space and leisure areas will benefit the local residents, particularly local children and in doing so aid their health and general wellbeing.

David Lock Associates on behalf of Tarmac Trading Ltd, Tarmac Cement and Lime and Tarmac Building Products.

- Note conclusions of the Acoustic Assessment for Phase 1B and whilst have not undertaken a full technical assessment of the contents, Tarmac would clarify that 4.3.1 seems to suggest that BAIT operations can only be undertaken between 07.00 and 18.00. However, unloading/loading, HGV movements, barge and rail

movements can all be undertaken 24 hours a day, and therefore it is essential that this is reflected in any assessment.

- Note and concur with the observations made by the PLA in their recent representation.

EDC Officer Comment: The acoustic assessment was updated in response to comments from Tarmac and those received from consultees, and review by EDC's noise consultant has confirmed this is based on measurements throughout the night as well as daytime. Tarmac were reconsulted on the updated acoustic assessment with no further comments received.

4.0 CONSULTATION RESPONSES

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

Environment Agency – The EA have reviewed the information submitted and advise that, if no construction can start until the detailed drainage design and site reports on ground conditions have been approved, they agree that reserved matters can be approved.

EDC Officer Comment: The outline planning permission requires a contaminated land assessment (in condition 18) and surface water drainage scheme (in condition 23) to both be approved prior to commencement of construction works.

Gravesham Borough Council Planning - The development as proposed is acceptable in principle in policy terms, however GBC request that EDC determines the application in accordance with the adopted local and national planning policy frameworks and takes into account all material planning considerations, including those raised by consultees and third parties. GBC raise concern that the proposal does not comply with the Council's SPG 2 Residential Layout Guidelines (June 2020) and in particular that cramped amenity spaces will fail to provide a high standard of amenity for future occupiers, as required through Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and paragraph 130 of the National Planning Policy Framework 2021.

EDC Officer Comment: Considered further in section 6.5.2 of this report. The Residential Layout Guidelines were adopted in February 1996. Amendment in June 2020 comprising update to include the Housing Standards Policy Statement October 2015 and to make document accessible did not alter the previously adopted guidelines.

Gravesham Borough Council Housing Strategy Manager - The proposal to provide 38 affordable homes in phase 1B (28 apartments for Affordable Rent and 10 houses for shared ownership) is satisfactory. GBC would like to see more houses for affordable rent in phase 2 than 8 as suggested, and to see a nominations agreement to ensure that the first let for rented are to local people, and the same for shared ownership but with a cascade for these. Figures provided for number of applicants relative to housing sizes for affordable rent and shared ownership, advising that 1, 2 and 3 beds covers some of the need in phase 1b. Additionally GBC advise that for wheelchair units expected to be delivered in Phase 3 that 1 and 2 bedroom flats are sufficiently provided for within the existing stock, with a need for wheelchair houses, and of 6 properties would opt for 2 x 4 bed and 4 x 3 bed houses.

EDC Officer Comment: Affordable housing provision within Phases 2 and 3 was informally discussed with GBC for context. Acceptability of this would fall within consideration of future reserved matters applications but can inform pre-application discussions with the applicant for these phases.

Gravesham Borough Council Highways Officer (GBC Highways) - Refer to uncertainty from the Covid-19 pandemic of how people may use public transport and car clubs in the future but does not mean they should be discouraged as operators may overcome such issues. Garages not preferred for parking as often used for other purposes, seek street parking bays to be 2.5m wide with side-by-side parking preferred over tandem parking. A Traffic Regulation Order (TRO) is referenced to control street parking, however this is subject to its own consultation process and may or may not be successful in being implemented so the design does not rely on a TRO being made to control unsafe or inconsiderate parking. Overproviding parking initially and adjusting later when can judge the true situation is better than relying on predictions. A 13 Amp power supply should be made available at all bicycle stores as some electric bicycles require this, and some allowance for larger adaptive cycles which can be used by the disabled and for deliveries etc.

Issues from the Road Safety Audit fall within KCC's remit as the Highway Authority, however shared surfaces should not exceed as can deter their use by visually impaired people and a minimum 50mm upstand is recommended to delineate a footway in such areas. Allocated parking can be problematic for highway adoption but this is also a matter for KCC. Lay-bys should have curved tapers and not straight as these are difficult if not impossible to clean by mechanical means, although if private the Council will not have to clean them. Widespread use of street trees is welcomed, but street lighting will require very careful design to ensure there is no conflict.

EDC Officer Comment: A response to these comments was provided by the applicant and covered further in section 6.4.10 of this report.

Gravesham Borough Council Waste Officer (GBC Waste) - The submitted waste strategy is satisfactory with standard guidance provided on provision for houses and flats. The boundary (point of presentation) should be as close as possible to where the vehicle passes. Collections are from the point of the property nearest to the adopted highway. The development must wherever possible be designed to allow the waste collection vehicle to operate in a forward gear only with adequate turning facilities large enough to accommodate the collection vehicle required where it is unable to drive in a circuitous route. All houses are required to have an individual collection and must not be provided with communal collection arrangements. Space for food waste collection from flats has not been included.

There needs to be storage for a 1 x 140ltr bin per 10 flats with an individual 5ltr caddy per flat. The provision for all bins has to be paid for by the developer. It is recommended that bin stores are fitted with a lock which is accessed via a key or a key code pad. Information also advised on waste collection for commercial premises, of which none are proposed within the application.

EDC Officer Comment: A response to these comments was provided by the applicant and covered further in section 6.4.10 of this report.

Kent County Council Highways and Transportation (KCC Highways) - Refer to the Technical Note dated September 2021 and increase in car club spaces is welcomed. Note from the EDC Sustainable Travel Strategy that the area is proposed

to be a 'highly accessible area' once the development is completed with the use of Fastrack passing through the northern parcel of the overall site, with the car parking numbers are acceptable, proposing 139 car parking spaces, with the maximum car parking spaces of 135 spaces set by the strategy. The importance of sustainable transport is key for the strategy to work here, and a strong Travel plan will enforce this, and expected to be conditioned accordingly if permission is granted.

Due to the long straight nature of the main spine road from Hive Lane, northwards towards the harbour this needs to be designed with speed restraints as is within the red line and in its current form is a safety concern. Therefore, advise an adequately worded condition for speed restraints to be provided on this road to be secured prior to the road being constructed.

A Landscape Stewardship Scheme has not been confirmed for this development which will affect the EV charge points and Car Club provisions. If the verges are to be adopted then Gravesham Borough Council could use the S115 powers to control the chargers within the highway. The TRO's suggested will need to have Gravesham Borough Council approval as well to enforce them if the highway is adopted. There have been issues raised with the Streetlighting Design and Landscaping proposals and a wide variety of different surfacing materials are suggested for use, in reality this is not practical to maintain and green tarmac would not be accepted for cycle path and request other suitable material / way of delineation.

EDC Officer Comment: Speed restraints have been added to the submitted plans which KCC have confirmed are satisfactory. The applicant has confirmed that the road verges would be privately maintained by a management company thereby allowing provision of EV charging within them. Updated lighting and landscaping details have been provided and advised by KCC's Street lighting engineer that spacings between the trees and the lighting columns are now suitable. The principle of surface materials is being agreed at this reserved matters stage, including update to the cycle path colour to terracotta, with further details required under condition 30 of the outline permission.

Kent County Council Public Rights of Way (KCC PROW) - All the details mentioned under Section 6.4 (Compliance with the Masterplan, Public Right of Way Treatment) look to be in order except the following: self-binding gravel should read self-binding type 1 limestone.

EDC Officer Comment: Public Footpath surface was updated to self-binding type 1 limestone.

Kent County Council Ecology (KCC Ecology) - Advise that the meadow area should be enlarged to align with the 'Ecological Mitigation and Enhancement Strategy' and that a much higher proportion of the planting schedule should consist of native species. The faunal basis of ecosystems is insects and most of the UK's terrestrial insect species will need the woody material and foliage of native species in which to complete their lifecycle. Additionally, the 'nectar value' to insects of non-native species is often overstated. Therefore, meaningful biodiversity gains can only be obtained with an almost exclusively native species landscape scheme. We highlight that there are ample native plants which are aesthetically pleasing and suitable for this setting. In summary, to maximise biodiversity value, and to provide a natural setting in keeping with Kent's countryside, the meadow area should be enlarged, and the majority of planting (including the meadow seed mix) must consist of native species. As such, we advise that the soft landscape plan is revised to reflect this (and submitted prior to determination of the application).

EDC Officer Comment: The Meadow area within Chimney View Park has been enlarged and increased areas of native planting proposed to the scheme.

Kent County Council Heritage (KCC Heritage) - The hardworks plans show the proposed locations for interpretation boards (F7) inside the entrances to Chimney View Park which are sufficient in terms of number and at this stage in terms of showing where they will be and the details for these boards (style and content etc.) to be coordinated with other information for the whole site (physical and online etc.) and including Bevan's Park could then be conditioned. The parking pergolas appear an appropriate design approach (in a fairly general sense) to reflect the former industrial structures and their muted colours.

EDC Officer Comment: A planning condition is recommended for further details of the heritage interpretation boards.

Kent County Council Lead Local Flood Authority (KCC LLFA) – No objection to approval of reserved matters for Phase 1B. Reviews of surface water at reserved matter stage focus on ensuring that surface water provision is compliant with the original approval and whether there is sufficient space for the management of water within the proposed layout. In consultation response to application EDC/21/0072 for partial discharge of condition 23 (surface water drainage design), KCC LLFA have recommended that some matters are addressed before this condition can be discharged. The layout and the associated drainage strategy for Phase 1B are consistent with that presented under application EDC/21/0072 and KCC accept that matters are in hand for further review and approval of the surface water drainage details. KCC are aware that the EA may have specific concerns, which may have a bearing on the drainage design. In this instance KCC believe that any impacts on the drainage design will be fully considered within the detailed design information for discharge of outline condition 23.

EDC Officer Comment: Condition 23 of the outline planning permission requires approval of the details surface water drainage scheme for the development, prior to commencement of construction works on Phase 1B. Therefore approval of the reserved matters would not enable construction works to start before a satisfactory drainage arrangement has been approved to serve the phase.

Kent County Council Minerals and Waste Policy Team - The County Council has no minerals or waste safeguarding objections to make regarding this proposal and the submitted reports are accepted as forming the Infrastructure Assessment (IA) to address requirements of Policy DM 8: Safeguarding Minerals Management, Transportation, Production & waste Management Facilities with the proposed development being within 250m of safeguarded mineral importation infrastructure (Wharf 42 and Robins Wharf, Northfleet).

KCC regard conclusion of the air emissions technical report as soundly based on a correct assessment of the gathered empirical data on construction and when in occupancy. Though the technical report does not specifically mention mineral wharf activity this would have been captured by the monitoring stations employed, thus it is reasonable to assume that dust from these activities is not currently representing a significant impact in the area. While aggregate importation activities are not occurring at Wharf 42 at present once a bulk aggregate importation facility has been implemented, it would be done with modern environmental controls, including such matters of hours of plant operation and noise and dust impact mitigation etc.

The acoustic technical report concludes with empirical evidence. Discharging of minerals at the wharfage of dredged aggregate includes an assessment into the anti-social part of the day, up to 23:00 hours and can be reasonably extrapolated that the acoustic landscape later on, prior to the commencement of the next working day, would be not materially different, and thus the acoustic impact from ship unloading operations, during these periods, would not be unacceptable in acoustic terms. The use of a shift change alarm (presumably at Robins Wharf) and other operational acoustic impacts are within, apparently, acceptable limits provided that acoustic mitigation measures, as recommended by the technical reports, are employed in the final construction of the proposed development.

The IA technical reports do not address light impacts, specifically during night-time. However, modern controls will be in place at Wharf 42 when the baulk terminal planning permission is fully implemented. Light from Robins Wharf would be significantly shielded from the proposal by the immediately adjacent existing industrial development and is not considered to be a significant impact risk to the future occupants of the proposed development.

EDC Officer Comment: EDC's noise consultant has confirmed that the acoustic assessment is based on measurements throughout the night and not just at 11pm.

Kent Police Crime Prevention Design Advisor - With reference to comments made for the residential masterplan submission (ref. EDC/20/0080), Kent Police advise the following concerns:

1. Rear access gates must be flush to the building line to prevent areas of concealment that may later provide opportunities for crime and ASB.
2. Play areas must be gated to keep animals out and ensure young children cannot leave the area unsupervised. Play equipment must be vandal resistant (and if made of wood, fire resistant).
3. Visitor parking bays should be marked by signage to avoid potential conflict or nuisance parking.
4. New trees should help protect and enhance security without reducing the opportunity for surveillance or the effectiveness of lighting, guidance provided on tree and shrub planting and maintenance.

If the points above are not addressed, they can affect the development and local policing.

EDC Officer Comment: Through the residential masterplan, active frontages and defensible space were secured for all buildings, with entrances provided to animate the street scene together with a hierarchy to street frontages and enclosures with defensible spaces set behind railings for Hive Lane the principal street within Phase 1B. Detailed planting plans and landscape maintenance, and signage to visitor parking are required through planning conditions.

Natural England (NE) – NE comment that they previously commented on the outline planning permission (ref. EDC/16/0004) in letter dated 11 March 2016 with no objection subject to mitigation, and the advice provided in previous response applies equally to this proposal. Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

EDC Officer Comment: Mitigation has been secured through a financial contribution to the Thames, Medway and Swale Strategic Access Management and Monitoring Strategy. Further detail provided in section 6.8 of this report.

Port of London Authority - An updated acoustic report (September 2021) has been submitted as part of the application and a number of the PLA's previous comments have been taken into account. With regard to openable windows at the development site – paragraph 4.7.5 (Absolute Sound Levels) now states is likely that the internal noise levels from industrial sources will be below 30 dB LAeq during both the day and night time, below the relevant criteria in BS8233 guidelines. It appears that this assessment is based on table 4.3 (BS4142 Assessment Summary) which provides a worst-case, and as a result of this internal noise levels would be reduced to 29 dB including a 15 dB reduction from an open window, but beneficial if the report clearly set this out. An infrastructure assessment in line with policy DM8 of the Kent Minerals and Waste Local Plan has been submitted in addition, which sets out how the construction and occupation of the Phase 1B of the development at Northfleet Harbour Village will affect the infrastructure used by Wharf 42 and Robins Wharf, Northfleet. As part of this it is considered that there must continue to be close co-ordination between the applicant and appropriate wharf operators with regard to the construction stage of the development, and interactions with regard to highways access in this area which will be managed by the specified traffic control system.

EDC Officer Comment: The acoustic assessment was reviewed by EDC's noise consultant, considered further in section 6.5 of this report.

Southern Water - No objection to reserved matter application for access, layout, scale, appearance and landscaping (Phase 1B). The submitted drainage layout (1803/05/3003 Rev-H) is satisfactory to Southern Water. The Council's Building Control officers/technical staff and the Environment Agency should be consulted regarding the surface water disposal.

EDC Officer Comment: KCC LLFA, as the relevant consultee for surface water disposal, and the EA have been consulted as detailed above. The detailed surface water drainage scheme remains subject to approval under condition 23 of the outline planning permission.

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

Gravesham Borough Council Leisure Manager
Kent Fire and Rescue
Kent Wildlife Trust
National Grid Plant Protection -
Royal Society for Protection of Birds -
UK Power Networks

5.0 PLANNING POLICY

5.1 National Policy & Guidance

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide
Building for a Healthy Life 2020

5.2 Development Plan

- 5.2.1 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.
- 5.2.2 The development plan comprises the adopted Gravesham Local Plan Core Strategy September 2014, saved policies from the adopted Gravesham Local Plan First Review 1994 and the Kent Minerals and Waste Local Plan 2020.
- 5.2.3 Saved policies contained in the Gravesham Local Plan First Review should be given due weight, with such weight to be given according to the degree to which policies are consistent with paragraph 219 of the National Planning Policy Framework.
- 5.2.4 The Borough Council has adopted a number of Supplementary Planning Guidance documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications.
- 5.2.5 The policies relevant to the consideration of this application are set out below.

Gravesham Local Plan Core Strategy (September 2014):

CS01 -	Sustainable Development
CS02 -	Scale and Distribution of Development
CS03 -	Northfleet Embankment and Swanscombe Peninsula East Opportunity Area
CS11 -	Transport
CS12 -	Green Infrastructure
CS13 -	Green Space, Sport and Recreation
CS14 -	Housing Type and Size
CS15 -	Housing Density
CS16 -	Affordable Housing
CS18 -	Climate Change
CS19 -	Development and Design Principles
CS20 -	Heritage and the Built Environment

Gravesham Borough Local Plan First Review 1994 - Saved Policies

T1 -	Impact of Development on Highway Network
T5 -	New Accesses onto Highway Network
P3 -	Policy for Vehicle Parking Standards
LT6 -	Additional Open Space in New Housing Development

Supplementary Planning Guidance

SPG 2: Residential Layout Guidelines (Adopted February 1996 - Amended June 2020)
SPG 4: Kent Vehicle Parking Standards (July 2006)

Kent Minerals and Waste Local Plan (September 2020)

DM8 – Safeguarding Minerals Management, Transportation Production & Waste Management Facilities

5.3 Other Guidance

Ebbsfleet Implementation Framework 2017
Design for Ebbsfleet Guide
Ebbsfleet Public Realm Strategy
Ebbsfleet Sustainable Travel Strategy

6.0 PLANNING APPRAISAL

6.1 Principle of Development

6.1.1 The application site lies within the urban area of Northfleet to the north of Hive Lane and east of College Road. It is within sub area 1.4 of the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area, which is a key site identified in the Gravesham Local Plan Core Strategy (LPCS Policy CS03) for residential extension between the existing established community of Northfleet and the River Thames.

6.1.2 As well as demonstrating compliance with adopted Gravesham LPCS policies, it is also necessary for reserved matters submissions to comply with the comprehensive set of design parameters and high-quality design framework set by the site-specific detailed residential masterplan. In addition to incorporating commitments of approved outline site-wide strategies, the masterplan embedded principles contained within EDC design guidance including Design for Ebbsfleet, Ebbsfleet Sustainable Travel Strategy and Ebbsfleet Public Realm Strategy and aligned with the Ebbsfleet Implementation Framework.

6.1.3 The proposals comprise the first major residential phase of the Northfleet Embankment West mixed-use development, with the principle of residential use of the application site established through the outline planning permission and approved masterplan. Additionally, the proposals adjoin and extend an existing residential area. LPCS policy CS02 prioritises such development taking place in the urban area, and the location is sustainable being close to existing bus stops, local shops, and primary school. A new east-west Fastrack corridor is proposed as part of a later development phase, further supporting the location as being sustainable for residential development.

6.1.4 Having established the principle of development as being acceptable, it is considered that the main issues to consider are as follows:

- Layout, Scale and Appearance
- Landscaping
- Highway Impact, Access, and Parking
- Residential and Neighbouring Amenity
- Nature Conservation

6.2 Layout, Scale and Appearance

- 6.2.1 Gravesham LPCS policy CS19 requires that the design, layout, and form of new development should be derived from a robust analysis of local context and character and make a positive contribution to the street scene, the quality of the public realm and the character of the area. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the designs of new neighbourhoods follow good urban design principles to deliver attractive, safe, and efficient layouts that contribute positively toward an appropriate character for the Garden City.
- 6.2.2 LPCS policy CS15 requires all new housing to be developed at a density consistent with achieving good design that does not compromise the distinctive character of the area it is situated. As a development within the urban area a minimum density of 40 dwellings per hectare (dph) is expected to be achieved. The proposed density equates to approximately 35 dph, however Phase 1B includes public areas of open space Chimney View Park and the eastern edge which would also serve future phases in addition, and therefore the proposed density is considered appropriate, noting also that higher density riverside apartments comprise a later phase.
- 6.2.3 NPPF paragraph 130 requires developments to be visually attractive including as a result of good architecture, layout, and appropriate and effective landscaping, sympathetic to local character and history, establish or maintain a strong sense of place, and create attractive, welcoming, and distinctive places to live, work and visit.
- 6.2.4 A site layout and street typologies are identified within the masterplan which the proposals substantially accord with, deploying a simple gridded street network which affords clear views downhill towards the River Thames, enabling people to orientate themselves across the entire site. This is supplemented by a strong street hierarchy, defined by street widths, and building heights.
- 6.2.5 The existing Hive Lane would be extended north-south through Phase 1B as a formal street comprising footways and street parking to both sides, cycle lane to western side, street trees and landscaped verges. An east west street bisects this with an enhanced public open space, Chimney View Park at the south, the naming of which is a strong commitment to the local history of the site and the area and strongly supported.
- 6.2.6 All streets and the neighbourhood park are well defined by the use of strong perimeter block layouts, which ensure buildings enclose the spaces, without needing to rely on street trees and landscape to provide enclosure (though these are also provided to further enhance street character). Good levels of activation and surveillance is afforded onto streets and key public spaces including the neighbourhood park and the public footpath on the eastern edge. Facades of dwellings at prominent street corners include a range of levels of glazing, and with additional brickwork detail required by planning condition would provide sufficient activity and visual interest to create a positive pedestrian experience.
- 6.2.7 The detailed residential masterplan identifies seven character areas for the residential land. These were developed to ensure coherence across the site by providing design direction for a distinctive and characterful scheme that reserved matters applications would interpret within the form, façade articulation, materials, and detailing. Four of these character areas lie within Phase 1B, with the proposals retaining the differentiation between these that the masterplan articulated. The response of this reserved matters application to each character area in terms of scale and appearance is considered in turn below.

Hive Lane – Apartments and House Terraces 3, 5, 8, 19, 20 and 29

- 6.2.8 Hive Lane would provide the main pedestrian and vehicular north-south connection, linking Northfleet High Street to the Thames waterfront and future Fastrack corridor. Within Phase 1B would be the first section of Hive Lane extending north from the existing residential area at The Hive and Rayners Court. The masterplan identifies housing typologies of predominantly 3 storey terraced housing referencing large warehouse precedents and chosen materials having an industrial/ nautical feel.
- 6.2.9 In the south 2no. apartment blocks are proposed which would be four storeys in height, corresponding with the existing three and four storey apartments at The Hive and Rayners Court, and drawing architectural features from the riverfront apartment blocks depicted in the masterplan, including use of raised side gables and large areas of glazing. Buff brick is proposed as the main facing material to contrast against darker surrounding materials within The Hive, with recessed brick detailing for visual interest. Balconies are orientated west to provide active façades to Hive Lane as the principal street within the phase. These would be self-supporting, formed of black powder coated steel, which although providing a lesser quality appearance than other forms of balcony are considered to relate to an industrial narrative and accepted for use on Phase 1B since the masterplan does not provide specific reference to these apartments. Cantilevered balconies are however clearly shown in the masterplan for the riverfront apartment blocks and expected to be provided within future reserved matters application for these.
- 6.2.10 Houses continue the Hive Lane street with semi-detached 2.5 storey houses proposed. As these properties would face onto the park the masterplan shows these within the Chimney View Park edge character area as well as Hive Lane character area. The height of the properties and the use of roof dormers result in them being appropriate within the Chimney View Park Edge whilst maintaining the character of Hive Lane through the materials proposed.
- 6.2.11 Two rows of three storey terraced townhouses continue the Hive Lane character area north, with a flat over garage (FOG) property between the rows to break up the massing. Changes in site levels north-south present difficulties pairing houses as shown in the masterplan, however following positive discussions with the applicant their external materials, black weatherboard with grey brick plinth, were updated together with the roof form to give the appearance of houses in pairs.
- 6.2.12 Window headers referenced in the masterplan are not proposed, nor is the extension of weatherboard below the top of the ground floor windows. However a cleaner façade is proposed. Whilst this offers fewer layers of visual interest, the proposed terraces include key features of the character areas in the residential masterplan including larger contemporary glazing at first floor with a hierarchy of windows and the use of a distinctive grey brick plinth at ground floor level.

Bevan's Park Edge – Terraces 2, 6, 7, 10, 11, 12, 16, 17, 23, 32, 33 and 34

- 6.2.13 The masterplan identifies housing east of the Hive Lane frontage as falling within the Bevan's Park Edge character area. These properties would sit above the existing cliff and face towards Bevan's Park which is located on a raised plateau further east. A softer form and materiality is referenced to reflect a more naturalised setting and local Kent vernacular.

6.2.14 The proposals would provide two storey houses and FOGs enclosing three perimeter blocks, with a mix of built form including corner dwellings and paired gable fronts. These properties accord with the masterplan through built form as well as in materiality with the use of red hanging tile, grey brick plinth and black weatherboarding. Detailing of window headers and extending the weatherboard or tile hanging below the top line of ground floor windows have, similar to properties in Hive Lane, not been carried through from the masterplan. The proposals do however include larger windows with views to Bevan's Park and brick stripe detail in this lowered position for distinctive visual interest and contemporary built form, in accordance with the masterplan.

Chimney View Park Edge - House Terraces 4, 5, 8, 13, 14, 15, 24, 27, 28 and 29

6.2.15 The whole of this character area falls within Phase 1B. A formal backdrop to Chimney View Park was envisaged by the masterplan to be provided through 2.5 storey houses with repetitive roof form and formal window placement.

6.2.16 The proposals provide a 2.5 storey scale to the park frontages. The position of dormer windows shown to be aligned with those of the lower floor in the masterplan is not present. The applicant has advised that following detailed house type designs central dormers are needed to avoid compromising the internal room layout. Front facing windows are however a contemporary larger size, with soldier course headers and cills, together with a brick stripe detail below the ground floor window line, providing distinctive visual interest to the facades.

Residential Streets – House Terraces 1, 9, 14, 18, and 26

6.2.17 A small element of this character area lies within Phase 1B to the western site edge. The masterplan identifies this as reflecting Victorian terrace forms of local workers cottages, and gable fronts of the former Huggen's College building.

6.2.18 The proposals provide two storey houses, largely in pairs with some in terraces of three, with minor differentiation from dwellings within the adjoining Chimney View Park edge. The majority of this character area however does lie within the future housing phase to the north comprising long straight streets. The dwellings in Phase 1B are located in smaller mews and site corners so therefore it is accepted that for Phase 1B only these provide a subtle transition from Chimney View Park Edge. Future reserved matters phase to the north would be expected to fully comply with the historical references and character articulated by the masterplan.

Summary

6.2.19 The proposed urban structure, site layout and materiality of the proposals strongly reflects the detailed approved masterplan as well as reflecting good urban design principles, demonstrating a good appreciation of the existing landscape and the cultural heritage of Northfleet and Gravesend. Whilst some distinctive elements have not been brought through from the masterplan, the scheme commits to using a palette of materials that are distinctive in their mix and in combinations traditionally found in the local area. Appearance of the dwellings would therefore sufficiently accord with the masterplan vision, defining the different character areas whilst retaining coherence across the phase.

6.2.20 The layout, scale and appearance of the proposed development is considered acceptable subject to recommended conditions 2 and 3 on this report for key

architectural details and condition 29 of the outline planning permission which require details of all external materials.

6.3 Landscaping

- 6.3.1 Gravesham Core Strategy Policy CS19 requires new development to include details of appropriate hard and soft landscaping to ensure that the public realm and open spaces are well planned, appropriately detailed and maintained so that they endure. This is supported by policy CS12 which seeks a multifunctional linked network of green spaces, footpaths, cycle routes and wildlife stepping stones and corridors. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscaping to promote healthy landscapes and encourage active lifestyles.
- 6.3.2 Condition 15 of the outline planning permission requires a range of information to be provided within reserved matters applications where landscaping is submitted for approval, including design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation. The detailed masterplan identifies three principal public open spaces, of which Chimney View Park would be provided in this phase as well as part of the pedestrian route to Bevan's Park. An area of ecological sensitivity is also identified to the eastern site edge.
- 6.3.3 The proposals for Chimney View Park would redevelop an existing green space to comprise formal play provision, seating and growing areas, informal recreation spaces and pathways, whilst retaining some existing trees to the southern edge together with additional tree meadow seed planting to enhance biodiversity. A swale is also proposed to the northern edge to accommodate surface water from hard surfaces within the park, and structural planting to the perimeter providing formality to the park edges and transition between the space and adjoining streets. The park would also include 2no. heritage interpretation panels. The applicant commits to delivery of this park by 100th occupation, to be secured by either approval of the Phasing and Implementation Plan or through a legal agreement.
- 6.3.4 A Building with Nature (BwN) assessment has been undertaken which comprises 5 core categories together with 6 categories each on Wellbeing, Wildlife and Water. The park landscape proposals score green across all categories other than water where further information is dependent upon infiltration testing being undertaken by the applicant to establish the feasibility and management of the swale. The swale would be a positive sustainable drainage feature of the park and in discussion with the applicant rather than removing this is considered appropriate and preferable to defer assessment of these details to a planning condition alongside detailed planting plans.
- 6.3.5 The proposals include provision of street trees, particularly to Hive Lane as the principal street within the phase, and to the east-west street through Chimney View Park Edge to reinforce their character. Tree positions have been considered together with the proposed street lighting strategy to ensure these are coordinated.
- 6.3.6 The approach to lower-level site-wide soft landscaping comprises the use of four planting mixes within the phase with a supporting illustrative planting schedule for each mix. The provision of native planting to plot frontages and around parking areas to the eastern site edge is positive however comments from EDC's landscaping consultant raise concern over a lack of variety across large areas of the site with the provision of similar plants within each mix and therefore less enduring to changing

site conditions and individual plots not having their own identity. The areas identified for soft landscaping are considered appropriate and so a condition is recommended to agree detailed planting plans which would enable a planting approach which moves away from swathes of planting mixes. In terms of ongoing maintenance condition 32 of the outline permission requires approval of a Landscape and Ecological Management Plan prior to occupation.

- 6.3.7 An area at the corner of the site, adjacent to the southern apartment building, lies outside red line of the outline planning permission and correspondingly this reserved matters application. It is also not within the applicant's land ownership nor extent of adopted public highway. The applicant has however advised they are exploring options for carrying out works to this adjoining area to extend the soft landscaping and footway.
- 6.3.8 Full details of hard surface materials are required to be submitted under condition 30 of the outline planning permission with hardworks plans submitted within this application identifying the principle of materials to be used in each location. The submitted plans comply with the masterplan expectation for streets including footways and cycle path along Hive Lane, mews streets and parking areas other than on street parking spaces which tie in with the adjoining existing part of Hive Lane.
- 6.3.9 Boundary treatments proposed comprise 1.8m height walls to public facing areas and 1.8m fences to other private dwelling boundaries. Steel railings are proposed to plot frontages along Hive Lane in compliance with the masterplan, with a low wall and railing proposed to apartment frontages for greater privacy and defensible amenity space. Railings are proposed to Chimney View Park and fencing to open spaces at the eastern edge. A planning condition is recommended for details of the form and appearance of both residential and public open space boundary treatments to ensure these are high quality.
- 6.3.10 Areas of doorstep play have also been shown in locations to the eastern site edge as identified in the masterplan, with further details of these as well as for Chimney View Park play equipment and street furniture to be provided through a recommended planning condition.
- 6.3.11 It is therefore considered that appropriate hard and soft landscaping would be provided within the application site, and that in relation to the proposal, the relevant information required by condition 15 of the outline planning permission to inform assessment of this phase has been provided.

6.4 Highway Impact, Access, and Parking

- 6.4.1 Gravesham Core Strategy Policy CS11 seeks new developments to mitigate their impact on the highway and public transport networks. Local Plan saved policy T1 supports this through requiring the impact on the transport system be considered and that all proposed developments are adequately served by the highway network. The NPPF in paragraph 111 provides that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.4.2 Gravesham Local Plan Saved Policy T5 requires the formation of new accesses, or the intensification of existing accesses to only be permitted where no danger would arise and where a properly formed access can be created in a location and standard acceptable to the Local Planning and Highway Authorities. NPPF paragraph 110 advocates that appropriate opportunities to promote sustainable transport modes

should be taken up, and that safe and suitable access to the site can be achieved for all users, and that significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree.

Highway Impact

- 6.4.3 The highway impact of the mixed-use development as a whole has been accepted under the outline planning permission, including the provision of a series of financial commitments within the s.106 Agreement. Relevant to the residential area including Phase 1B are a study to assess the operation of the Northfleet High Street/ Hive Lane Junction and highway improvement scheme, if necessary, a financial contribution towards the cost of a Traffic Regulation Order (TRO) at Northfleet High Street/ Hive Lane, and the submission of a residential travel plan.
- 6.4.4 The application site lies within a highly accessible area as identified by EDC's Sustainable Transport Strategy (STS) due to its location near to existing bus routes along Northfleet High Street and Northfleet Railway Station, as well as local shops and a primary school. A future east-west Fastrack route would be provided in addition within a future residential phase to the north, and the proposals incorporate the diverted route of Public Footpath NU3 alongside other pedestrian and cycle routes, cycle storage, and car club spaces.
- 6.4.5 The proposals are therefore considered to fall within the highway impact assessed and accepted under the outline planning permission as well as providing a range of sustainable transport initiatives.

Access

- 6.4.6 Means of access to the site is proposed via Hive Lane to the south with the proposals extending this road northwards to provide direct access to parking spaces for properties facing Hive Lane and parking courts. 3no. residential mews streets would join with the new part of Hive Lane to the east, providing pedestrian and cycle access to properties and the eastern development edge as well as residential parking. An east-west street would join the new part of Hive Lane to the west along the northern edge of Chimney View Park, from which further mews streets would provide access to dwellings. Further streets would then provide the starts of streets leading into the next residential phase.
- 6.4.7 An independent Stage 1 Road Safety Audit has been completed for the road layout and junctions, and KCC Highways have accepted the designer's response. The proposals include the carriageway of Hive Lane up to the junction with the future Fastrack route to the north, which the applicant has explained is included in this phase to allow for the installation of underground services. However, as it is sought for approval in this phase, to ensure a satisfactory and safe road design additional raised tables are now included every 60m as speed restraints as requested by KCC.

Parking

- 6.4.8 The parking approach within the approved residential masterplan is a provision of 1 parking space for apartments and two bedroom houses, 1.5 spaces for three bedroom houses and 2 spaces for four bedroom houses, together with visitor parking. Additionally, the masterplan requires one active electric vehicle (EV) charging point per house with a garage or driveway, 10% active and 90% passive provision for shared parking courts, and cycle stores. The parking provision within the masterplan was designed to align with EDC's Sustainable Travel Strategy (STS),

however exceeds this due to the position of the main development near to an existing residential area and potential impact that the larger proportion of new dwellings could cause overspill to the surrounding streets. Cycle stores are proposed to both houses and apartments for which further details are sought through condition to ensure satisfactory appearance and function.

- 6.4.9 The proposals would provide a parking provision which exceeds that set out in the Ebbsfleet Sustainable Travel Strategy, however these spaces are generally well integrated into the masterplan, utilising tandem parking, a small number of small-sized parking courts, as well as parallel street parking integrated within generous verges, that together minimise the impact of parking within the neighbourhood streets and public spaces. An appropriate parking management plan has been provided that mitigates the risks of issues arising with neighbouring areas. The parking provision is therefore considered acceptable, a view supported by comments received from KCC, whom advise that the importance of sustainable transport is key for this parking strategy to work, seeking condition for a travel plan, which is required under condition 33 of the outline planning permission.
- 6.4.10 GBC Highways and Waste Services have made various comments on the parking and servicing arrangements and the applicant has provided a technical note responding on how the proposals reflect current guidance and requirements of KCC as the Local Highway Authority. The proposals would correspond with the approved residential masterplan, which incorporated principles from EDC's Public Realm and Sustainable Transport strategies and engagement with KCC to deliver a high quality neighbourhood that encourages walking, cycling and use of public transport in accordance with local and national planning policy.
- 6.4.11 The proposed parking and electric vehicle (EV) charging provision complies with that set out in the masterplan both in terms of quantum and form. The latter comprises on-plot garages and driveways, parking courts, and on street parallel parking which would operate through the use of a parking permit scheme to be formalised through a Traffic Regulation Order, with a private parking management arrangement in place until this is implemented alongside adoption of public highways. This parking form allows for the provision of a consistent housing frontage towards Hive Lane and Chimney View Park as shown in the masterplan, as well as allowing flexibility between private and visitor parking in these areas. To ensure the on-street parking is managed appropriately a planning condition is recommended for submission of a Parking Management Plan to include details of the TRO and interim private management arrangements to be in place prior to first residential occupation.
- 6.4.12 EV charging is not currently shown on on-street parking spaces nor required under the masterplan, however the applicant has confirmed they intend to maximise EV charging where possible and, as this would be within adopted public highway, are in discussion with KCC on providing charging points to these spaces. The applicant is also undertaking reviews of electricity capacity for both this and for increasing the active charging provision to apartments. Therefore, as submitted the proposals are compliant in terms of EV parking provision with potential this may be exceeded. A planning condition is recommended for details of the EV charging points which also allows for the applicant to increase provision within the site, which would be strongly supported.
- 6.4.13 The masterplan includes a commitment to the provision of 3no. car club spaces at key locations on the site. During the consideration of the application the one car club space originally proposed was relocated from an on-street space at the north-east corner of Chimney View Park and the provision was increased so that 2no. car club

spaces are now proposed within phase 1B. Since the future Fastrack route would be delivered after Phase 1B it is considered appropriate to provide a greater proportion of the site car club provision in this phase and for this to be near the park is a key public location. This leaves one car club space to be provided in a future phase, however if a high usability of the two spaces provided in phase 1B there is potential for a commercial justification of having a higher overall site provision. A planning condition is recommended to safeguard provision of the car club spaces and approval of a management strategy including further details of the car club service.

Summary

6.4.14 The highway impact of the proposals, proposed means of access and parking arrangements are therefore considered acceptable, allowing flexibility within the parking provision, and encouraging of sustainable transport initiatives, a view supported by comments received from KCC Highways.

6.5 Residential Amenity

6.5.1 Gravesham LPCS policy CS19 requires new development to be designed in an inclusive way to be accessible to all members of the community, and to have an appropriate level and quality of private and public amenity space. Gravesham LPCS policy CS14 seeks to ensure that there is an appropriate range and mix of housing across the Borough to create balanced communities, taking account of the existing character and needs of the area.

Housing Standards & Mix

6.5.2 The proposed dwellings all comply with the Nationally Described Space Standard (NDSS). This would ensure acceptable and adaptable internal spaces, including prescribed levels of storage and minimum ceiling heights. The NDSS does not provide a standard for external amenity space however all proposed dwellings would benefit from either private gardens or balconies as well as having close proximity to public amenity spaces of Chimney View Park delivered within this phase, and Bevan's Park to be delivered in a later phase. The development layout as perimeter blocks avoids overlooking between properties, with potential impacts of future householder alterations, as well as a visual impact to the adjoining public realm, safeguarded through a recommended planning condition to remove specific permitted development rights. It is therefore considered that acceptable living conditions would be provided for future residents, consistent with the standard secured elsewhere in the Garden City.

6.5.3 The s.106 Agreement requires at least 25% of all market dwellings and 50% of all affordable dwellings across the mixed-use development to be compliant with Building Regulations Part M4[2] - Accessible and Adaptable Dwellings. The proposal would exceed this within Phase 1B, with 30% of market dwellings and 89% of affordable dwellings meeting this standard.

6.5.4 The s.106 Agreement requires provision of 6no. wheelchair ready dwellings within the wider residential land. None are proposed within Phase 1B so will be delivered in later phases. Comments from GBC Housing have identified a need for wheelchair ready 3 and 4 bed houses instead of 1 and 2 bed apartments, and this view would be put forward in pre-application discussions on future phases.

Affordable Housing

- 6.5.5 Gravesham LPCS policy CS16 requires the provision of 30% affordable housing on all new housing developments of 15 dwellings or more or on sites of 0.5 hectares or more in the urban area. This was assessed at outline application stage and the s.106 agreement requires 30% of homes within the development as a whole to be affordable with a tenure split of 60% intermediate and 40% affordable rented housing. Whilst the s.106 includes an option for a financial contribution, the applicant's approach confirmed through the masterplan is to provide the full provision on site within the identified locations dispersed throughout the site and tenure-blind, which is an approach welcomed by EDC and the Borough Council.
- 6.5.6 The Affordable Housing Scheme submitted with this application confirms provision of 38 affordable dwellings equating to 31% of Phase 1B, together with details of the proposed Registered Provider. 10no. houses (2no. 2 bed and 8no. 3 bed) are proposed as intermediate housing (shared ownership) and 28no. apartments (12no. 1 bed and 16no. 2 bed) are proposed for affordable rent. This corresponds with figures provided by GBC Housing on need for shared ownership housing being greatest for 2 and 3 bedroom properties and need for affordable rent being greatest for 1 and 2 bedroom properties.
- 6.5.7 GBC as the Local Housing Authority therefore advise the proposed provision is satisfactory for Phase 1B, although seek provision of some affordable rented houses in a future phase. The applicant has advised that 8no. affordable rented houses would be provided for remainder of the site, which comments from GBC advise would like to be increased. This would fall within the planning assessment for a future housing phase, however is part of pre-application discussions.

Noise

- 6.5.8 The application is supported by an acoustic report which identifies relevant noise sources affecting the application site being from the following:
- Road traffic noise from Northfleet High Street to the south, College Road to the west and access road into the Tarmac site to the east.
 - Industrial operations from 42 Wharf, and Bulk Powders Import Terminal (BPIT) to the north-east, including predicted noise levels from the approved but not yet operational the Bulk Aggregates Import Terminal (BAIT).
 - Industrial operations from Robin's Wharf and Aggregate Industries/Brett Aggregates to the north-west.

In respect of industrial operations these take place in connection with safeguarded wharves and minerals infrastructure, with the application site lying within 250m of these. The proposal is therefore required under Kent Minerals and Waste Local Plan Policy DM8 to demonstrate that introducing new dwellings into this area would not adversely affect, nor force unreasonable restrictions on, the adjacent industrial uses or safeguarded minerals infrastructure.

- 6.5.9 Whilst noise impacts were assessed at high level at the outline stage, the outline permission requires each reserved matters submission to be informed by an updated noise assessment.
- 6.5.10 The acoustic report concludes that that noise from the nearby existing and committed industrial operations is unlikely to have an adverse impact on the proposed

residential receptors subject to appropriate mitigation in the form of higher specification trickle vents and double glazing. Hive Lane traffic noise is assessed separately since it is from a different source, concluding that this would also not have an adverse impact upon future residents subject to mitigation in form of higher specification trickle vents to facades of all properties facing Hive Lane, and short acoustic barriers to private gardens of two properties.

- 6.5.11 In lieu of comments from GBC Environmental Health the acoustic report was independently reviewed by EDC's noise consultant whom, following receipt of justification referencing relevant acoustic design principles, has confirmed that the mitigation measures proposed are robust to ensure acceptable internal and external amenity for future residents.
- 6.5.12 Comments received from KCC Minerals and Waste Planning Team advise that the acoustic report addresses the requirement of Policy DM8 confirming no objection and the Port of London Authority advise that this has taken into account their earlier comments with noise levels falling below relevant criteria. The updated acoustic report also addressed comment from Tarmac regarding 24 hour BAIT operation, with confirmation provided by EDC's noise consultant that the assessment was based on measurements throughout the day and night.
- 6.5.13 The conclusions of the acoustic report are therefore accepted, and a planning condition is recommended to require compliance with the recommended higher specification glazing and trickle vents. For acoustic barriers further details of these are also sought to ensure acceptable visual appearance. Subject to installation of this mitigation prior to occupation of the dwellings to which they relate it is concluded that existing and forecast noise from the surrounding area would ensure acceptable living conditions for future residents, and in turn avoid likelihood of complaints affecting existing commercial operations.

Air Quality

- 6.5.14 The application site lies within the Northfleet Industrial Area Air Quality Management Area (AQMA) declared for Nitrogen Dioxide emissions and windblown Particulate Matter, with dust sources from nearby industrial operations (as referred to for noise above with addition of the Bulk Powders Import Terminal). The residential masterplan has responded by locating residential development adjacent to existing residential areas and over 200m from these potential dust sources. The proposed future employment land would also lie between the application site and potential dust sources, however air quality impact to the development needs to be acceptable without reliance upon these buffer uses in the event they do not come forward. The air quality impact from the proposed development to the surrounding area also needs to be appropriately mitigated. These include dust generated during construction and traffic generation from new residents.
- 6.5.15 An Air Quality technical note has been submitted which concludes that the existing air quality conditions are comparable to those identified within the Environmental Statement (ES) which accompanied the outline planning permission and therefore that the site location remains appropriate in line with findings of the ES. Similarly, it concludes that the construction and operational impacts of the development have also not altered to such an extent to affect findings of the ES.
- 6.5.16 The technical note was reviewed by EDC's air quality consultant, also in lieu of comments by GBC Environmental Health, whom concurred with conclusions of the technical note and following additional clarification and update that these conclusions

were robustly evidenced. For impact of the development upon the surrounding area dust control measures are identified to include within the Construction Environmental Management Plan currently under consideration under an outline planning condition. The proposed EV charging provision within this phase also contributes to reducing traffic emissions and good levels of soft landscaping and tree lined streets would make a further positive contribution.

6.6 Neighbouring Amenity

- 6.6.1 The NPPF in paragraph 185 states that Local Planning Authorities should ensure that new development is appropriate for its location, taking into account the likely impacts on health and quality of life. This is interpreted locally through Gravesham LPCS Policy CS19 which states that new development will be located, designed, and constructed to safeguard the amenity of neighbouring properties including privacy, daylight, and sunlight.
- 6.6.2 Adjoining residential properties to the site lie within the Rayners Court and The Hive to the south and College Road to the west. The proposed finished site levels would be similar to those of these existing properties.
- 6.6.3 The southernmost part of the site extends along the existing part of Hive Lane with the introduction of 4 storey apartments to be sited near similar scale apartments at Rayners Court to the south and in The Hive to the west. The position of the proposed apartments and separation distances relative to windows of existing properties is such that detrimental impacts upon the amenity of these properties in respect of overlooking or overshadowing would be unlikely to occur.
- 6.6.4 The proposals would introduce Chimney View Park to the north of the apartments at Ford Road within The Hive. The provision of this space would enhance the amenity of these residents and due the presence of existing car parking and planting between the properties and the new park it is considered that the development would not compromise their privacy. Further west properties in Warwick Place look onto or bound the application site. The proposed scheme contains rear or side gardens at this point and the relationship between the existing and new properties is considered acceptable with regards amenity.
- 6.6.5 At the western site edge the rear gardens of properties in College Road adjoin the application site with large separation distances such that the development would not give rise to impacts upon their amenity. No existing properties lie to the north, where a future development phase is proposed, or east of the scheme where the existing commercial access road runs at a lower level with future Bevan's Park proposed beyond.
- 6.6.6 The proposals are therefore not considered to detrimentally impact neighbouring amenity, a view supported by several written representations received in support of the proposals from local residents and community groups, and an absence of objection. To safeguard neighbouring properties from future alterations which may impact upon their privacy, planning conditions to restrict specific householder permitted development rights are recommended.

6.7 Sustainability

- 6.7.1 Gravesham LPCS Policy CS18 seeks for new development to reduce water and energy usage, requiring development proposals to consider the potential and include options for low carbon and renewable energy generation. NPPF paragraph 157

advocates that new development should be expected to minimise energy consumption.

- 6.7.2 Condition 11 of the outline planning permission requires reserved matters applications to generally accord with principles included within the Sustainability Statement submitted for the outline planning permission. This identifies that the site is not well suited to large scale installations for energy supply, however that small scale installations will be considered in the light of extant building regulations and policy and subject to viability assessment at the detailed design stage.
- 6.7.3 The applicant attended a Sustainability Workshop, presenting the sustainability credentials of the proposals to a small panel of Design Forum members with particular expertise in this area. This included upcoming changes to Building Regulations Part L with the Future Homes Standard (FHS) from 2025. From June 2022 new dwellings will be required to comply with an Interim Future Homes Standard (IFHS), however both the 2022 and 2025 standards are still under Government consultation and not confirmed.
- 6.7.4 An Energy and Sustainability Statement has been submitted for Phase 1B and proposes a fabric first approach towards energy performance, which is an accepted principle, which exceeds the current Building Regulations 2013. In addition to this the proposals were updated during consideration of the application to positively respond to Design Forum feedback. The 28 apartments would be heated via electric panel heaters and using an Air Source Heat Pump (ASHP) for hot water, incorporated into the design so not requiring an external unit. Houses would use energy efficient gas condensing boilers but also be provided with a 55 degrees Celsius temperature flow to heating, larger pipework and increased sized radiators, future proofing these to more easily change to using an ASHP. 3 and 4 bedroom houses (76 of the total 86 houses) could also accommodate a hot water cylinder within built in storage areas. Other energy efficient measures include use of low energy lighting and natural ventilation to help ensure the dwellings would be efficient and sustainable in terms of minimising energy use.
- 6.7.5 To achieve an overall improvement on carbon emissions of 10% above Building Regulations 2013 Part L baseline, solar photovoltaic (PV) panels are proposed to some east and south facing roofs within Phase 1B. As recommended by Design Forum feedback, a larger array is proposed to the apartments for system efficiency since these are the largest roofs. To ensure acceptable appearance and specification a planning condition is recommended for details of the PV panels and their appearance within the roof form.
- 6.7.6 A number of water efficiency measures are identified for the development with an example specification equating to 109.7 litres per person per day. This would enable the development to meet Building Regulations Part G optional requirement for water efficiency of 110 litres per person per day, consistent with commitments in the approved residential masterplan. Water butts would also be provided to each house to further support efficient water use. A planning condition is recommended to ensure these are provided and that development meets the proposed water efficiency standard.
- 6.7.7 The proposal is therefore considered acceptable in terms of energy and water sustainability and that the relevant information required by outline condition 11 to assessment this phase has been provided.

6.7.8 As additional sustainability credentials the proposal also includes providing a composting bin for each dwelling, target use of 100% sustainably sourced and/or certified timber and target diversion of at least 90% of construction waste (excluding hazardous waste) from landfill.

6.8 Nature Conservation

Biodiversity and Ecology

6.8.1 The NPPF in paragraph 174 states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible. Gravesham Core Strategy Policy CS12 requires no net loss of biodiversity in the Borough, seeking opportunities to restore, re-create and maintain habitats.

6.8.2 A reptile translocation exercise was completed in 2020 in accordance with the Reptile Mitigation Strategy as part of ecological mitigation strategy approved under condition 6 of the outline planning permission for the wider development. A stand-alone planning approval for a development platform covers the same land as the mixed-use development including the Phase 1B site. This duplicated the outline permission requirements for ecological mitigation, and earthworks have commenced clearing the site of vegetation under that consent.

6.8.3 The proposals for Phase 1B also need to be considered in the context of the wider development within the residential area shown within the approved masterplan. These include a dark corridor to the eastern site edge, and ecological enhancements proposed within Bevan's Park to the east which will be subject to consideration within a future reserved matters application.

6.8.4 An Ecological Mitigation and Enhancement Strategy (EMES) has been submitted which references the 2020 ecological mitigation and commitments within Phase 1B. This includes retention of existing vegetation and areas of hydro seeding to the eastern development edge, and retention of existing trees to the southern edge of Chimney View Park. For the latter a planning condition is recommended to require compliance with the tree protection measures of the supporting Arboricultural Implications Report.

6.8.5 Tree, shrub, and meadow planting is proposed both within Chimney View Park and the wider site and shown by the submitted soft landscape drawings. In response to comments from both KCC Ecology and EDC's landscape consultant the meadow area within the park was enlarged and the indicative provision of native planting increased, with full planting details subject to condition. In compliance with the masterplan, locations for bat and bird bricks and log piles are also proposed for which a planning condition is recommended for further details.

6.8.6 Condition 16 of the outline planning permission requires approval of a Construction Environmental Management Plan, which is currently under consideration for the residential area including Phase 1B, and includes ecological protection measures to be undertaken during construction.

6.8.7 The ecological impact of the proposed development is therefore considered acceptable and safeguarded through conditions for ecological enhancements.

HRA Screening

- 6.8.8 Regulation 63(1) of The Conservation of Habitats and Species Regulations 2017 requires the competent authority to assess the implications of any proposed plan or project that is likely to have a significant effect on a European Site, and that is not directly connected with or necessary to the management of that site before deciding to grant permission. In this case the Ebbsfleet Development Corporation, in its role as Local Planning Authority, is the competent authority.
- 6.8.9 The outline planning permission assessed the implications of the proposed development upon the European sites with a financial contribution per dwelling secured through the s.106 Agreement. Requirements of the Conservation of Habitats and Species Regulations 2017 have therefore been adhered to in respect of this proposal.

6.9 Additional Considerations

Contamination

- 6.9.1 The NPPF in paragraphs 183 and 185 states that planning decisions should ensure that the proposed site is suitable for its new use taking account of ground conditions, including pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation
- 6.9.2 Condition 18 of the outline planning permission requires a contaminated land assessment to be submitted prior to development on any phase of development, including a desk study of previous uses, a site investigation strategy, and if required a remediation strategy. The requirements of the outline planning condition are considered sufficient to ensure the site would be suitable for the proposed use, a view supported by comments received from the Environment Agency (EA).

Flood Risk

- 6.9.3 The NPPF in paragraph 167 states that Local Planning Authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where it can be demonstrated that the most vulnerable development is located in areas of lowest flood risk, and where development is appropriately flood resilient and resistant. The Environment Agency's Flood Map for planning shows the site to lie within Flood zone 1, having a low probability of flooding.
- 6.9.4 Condition 46 of the outline planning permission requires development to be built in accordance with the mitigation measures set out in the Flood Risk Assessment submitted as part of that application, in particular that finished floor levels for the development must be no lower than 7.2m AOD and 15m from the landward toe of the flood defence. No further information in respect of flood risk is therefore considered necessary.

Surface Water Drainage

- 6.9.5 Surface flooding can result from periods of intensive rainfall, so it is important to ensure that any development incorporates appropriate drainage measures. NPPF Paragraphs 167 and 169 seek provision of sustainable drainage systems unless there is clear evidence that this would be inappropriate.

- 6.9.6 Infiltration of surface water into the ground is not an option due to contamination arising from the former industrial uses of the site, and no existing surface water sewers are in the area as the former cement works discharged water direct to the River Thames. The outline drainage strategy, referenced in the masterplan, is to direct surface water to the north into Robin's Creek, first passing through a forebay that is proposed to combine as a sustainable drainage feature within a publicly accessible open space. Condition 23 of the outline planning permission requires approval of a surface water drainage scheme, which is currently being considered under a separate condition discharge application.
- 6.9.7 Surface Water drainage from the Phase 1B application site would be directed via pipes to the forebay under the above strategy. Whilst all surface water flows for Phase 1B could be accommodated by this, a swale is proposed within Chimney View Park to drain surface water from hard surfaces within the park, enabling the park to be provided ahead of the main drainage coming forward. The swale would subject to infiltration testing to ensure is appropriate with regard to former site contamination.
- 6.9.8 Comments from Southern Water refer to the KCC LLFA and the EA regarding surface water drainage. KCC LLFA confirm no objection since their assessment at reserved matters stage is whether the surface water provision is compliant with the outline planning permission, and that the assessment of the suitability of the drainage is covered by the outline planning condition for the detailed scheme. However, KCC are supportive of the swale as a sustainable drainage feature if this can be provided. The EA have similarly confirmed no objection to the reserved matters details since no construction of buildings in Phase 1B can commence until the surface water drainage scheme is approved.
- 6.9.9 The requirements of the outline planning condition are therefore considered sufficient to ensure the site would be served by suitable surface water drainage scheme, with the proposed swale a positive drainage feature if providing this proves possible following infiltration testing, with further landscaping details being sought for this through a planning condition.

Foul Drainage

- 6.9.10 Information showing the proposed foul water drainage arrangement was submitted in the reserved matters for information and Southern Water advise in their comments that this is satisfactory. Condition 24 of the outline planning permission requires details of foul water disposal to ensure adequate capacity in the network for the additional flows and protection of existing drainage infrastructure. Subject to assessment of the proposals through this condition, the principle of the foul drainage proposal is considered acceptable and is therefore unnecessary to assess in detail as part the reserved matters.

Heritage

- 6.9.11 At the outline application stage, it was identified that a site-wide Heritage Management Plan (HMP) should be at the heart of the development as a tool to inform the detailed masterplan and individual reserved matters applications. The HMP since approved (under ref. EDC/19/0201) identifies the guiding principles for the conservation of heritage assets within the site and incorporation of heritage into the development, including commitments to safeguarding assets, on-site display of artefacts, interpretation, local distribution of information and arrangements for recording/storage of artefacts.

- 6.9.12 A programme of archaeological work has been approved for the whole of the mixed-use application site under condition 20 of the outline planning permission, and a programme of historic building recording has been approved for the residential area under condition 22. The approved details therefore cover the requirements within Phase 1B for archaeological watching brief and reporting during construction and recording of historic features including slurry backs and flint boundary walls.
- 6.9.13 For reserved matters submissions the HMP sets out that the archaeological reporting and building recording should inform the public interpretation of heritage and archaeology at the site, as required under condition 15. The majority of this interpretation would be delivered through Bevan's Park, which is subject to a future reserved matters application. Within Phase 1B heritage interpretation panels are proposed at entrances to Chimney View Park in addition to physical interpretation through the design and materiality of buildings and structures. Comments received from KCC Heritage advise this to be sufficient for Phase 1B but needing to coordinate with other information for the whole site including Bevan's Park.
- 6.9.14 The heritage interpretation requirements under condition 15 of the outline planning permission are therefore considered to have been met, with further details of the heritage interpretation boards to be submitted under a recommended planning condition.

Building for a Healthy Life Assessment

- 6.9.15 NPPF Paragraph 133 states that Local Planning Authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of the development. These include design advice and review arrangements and assessment frameworks such as Building for a Healthy Life (BFHL).
- 6.9.16 A BFHL assessment of the scheme has been undertaken by EDC officers. BFHL is a design tool to measure and assess good design for new homes that is supported by the housebuilding and architectural industries as well as Government and Local Authorities. The proposed development is considered to perform well against the 12 BFHL questions, achieving 9 greens and 3 ambers, summarised below.

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

Procedural Notes

- 6.9.17 As referred to earlier in this report, the outline planning permission requires approval of a Phasing and Implementation Plan to establish the triggers for delivery of infrastructure to serve the mixed-use development. This includes infrastructure such as the public open spaces, pedestrian/cycle connections (including a new bridge) and the Fastrack corridor. Whilst positive discussions have taken place with the applicant and appropriate triggers for the majority of infrastructure has been informally agreed, due to ongoing discussions between the applicant and a third-party landowner regarding a section of the Fastrack corridor, it is not yet in a position to be formally approved.
- 6.9.18 However, the principle of allowing development at Phase 1B to proceed in advance of this approval has been accepted but only subject to an alternative mechanism being provided to secure certainty in respect of the timescale for delivery of the infrastructure associated with the Phase 1B development. This is proposed by way of a legal obligation under s106 entered into by the applicant, Bellway Homes, to commit to delivery of the following infrastructure by the following trigger points. These triggers align with those discussed and informally agreed already and are considered to be acceptable and appropriate and would provide satisfactory commitment that delivery of these important pieces of infrastructure to serve the new and existing community would be provided in a timely manner.

Item	Delivery Date
Robin's Creek SUDs	Prior to first Occupation of the 50th Residential Unit.
Bevan's Park	Prior to first Occupation of the 100th Residential Unit.
Pedestrian/Cycle Bridge	Prior to first Occupation of the 100th Residential Unit.
Chimney View Park	Prior to first Occupation of the 100th Residential Unit.
Public Right of Way NU3	Southern section to be provided and adopted prior to first Occupation of the 100th Residential Unit in Phase 1.
Public Right of Way NU42	Southern Section of NU42 will be connected to and run through Bevans Park and will be provided and adopted prior to first Occupation of the 100th Residential Unit.

- 6.9.19 It is relevant to note this this approach would require a minor amendment to the wording of condition 7 of the outline planning permission to be dealt with through approval of a s.96A non-material amendment application that has been submitted to the LPA for consideration.
- 6.9.20 For procedural reasons and to ensure necessary commitments are made, it would be necessary for the LPA to receive an acceptable, completed legal agreement and approve the s.96A application in advance of a positive decision being issued for Phase 1B reserved matters application, as set out in the recommendation in this report.

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.

10.0 SSSI DUTY

10.1 Having regard to its duty under s.28G of the Wildlife and Countryside Act 1981 (as amended) it is not considered that the determination by Ebbsfleet Development Corporation of this application would or is likely to affect the flora, fauna or geological or physiographical features by reason of which a site of special scientific interest is of special interest.

11.0 CONCLUSION AND RECOMMENDATION

11.1 The proposals are considered to accord with the principles and parameters established by the outline planning permission, detailed residential masterplan and adopted planning policies, and to be aligned with the Ebbsfleet Implementation Framework. They would form the first phase of development to meet EDC's aspirations for Northfleet Riverside whilst also providing public open space within the phase itself for the benefit of new and existing residents, with representations in support of the proposals received from local residents and community groups.

11.2 The proposed development performs well against the Building for a Healthy Life topics (achieving 9 greens, 3 ambers and no reds) which reinforces the conclusion that the proposals are acceptable.

11.3 The application is therefore recommended for approval subject to the items and conditions listed in the officer recommendation.