



EBBSFLEET DEVELOPMENT CORPORATION Planning Committee

Lord Moylan (Chair)
Bob Lane OBE (Vice Chairman)

Councillor Derek Hunnisett
Councillor Michael Payne
Chris Hall
Penny Marsh

Also in Attendance: Councillor Lauren Sullivan

A meeting of the above Committee will be held on Wednesday 27 January 2021 at
6:00pm on Microsoft Teams.

PLANNING COMMITTEE AGENDA

Wednesday 27 January 2021

Update

1. **Apologies for Absence**
2. **Declarations of Interest**
To receive declarations of interest from Members
3. **Urgent Items**
4. **Record of Meeting**
To approve the record of the meeting held on 16 December 2020.
5. **Delegated Items Report - December 2020**

ITEMS FOR CONSIDERATION IN PUBLIC

6. **EDC/20/0002 – Education Hub, Alkerden, Eastern Quarry, Watling Street, Swanscombe, Kent.**

Proposal

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

Recommendation

Approve planning permission subject to the following:

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

7. **EDC/18/0170 - Northfleet West Sub Station, Southfleet Road, Swanscombe, Kent.**

Proposal

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

Recommendation

Approval, subject to the following:

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

Alkerden Education Campus

Planning Committee
27 January 2021

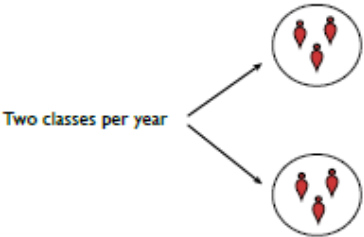


Project Overview



2FE Primary School and Nursery 2,738m² (GIA)
Occupancy: 446

10 pupils 6 pupils



- A Primary School for educating children between the ages of 4 and 11
- Maintained Early Years Provision (Nursery)
- Multi Agency Space (Kent County Council)

• Nursery Places: 26



• Reception Places: 60



• Infant Places: 120

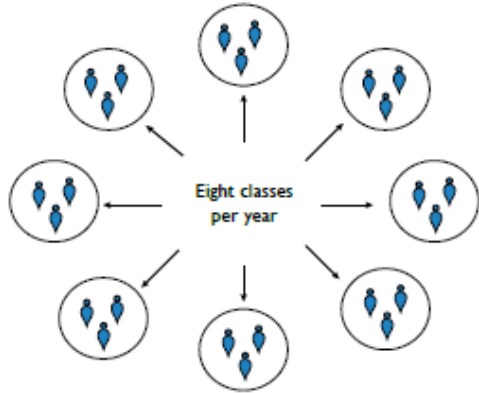


• Junior Places: 240



8FE Secondary School 13,170m² (GIA)
Occupancy: 1,680

10 pupils



- A School for educating children between the ages of 11 and 19, including 6th form and a 25 place specialist resourced provision (SRP) for pupils whose primary barrier to learning is a diagnosis of Autism.

• 11-16 Age Group Places: 1,200



• 16-19 Age Group Places: 480

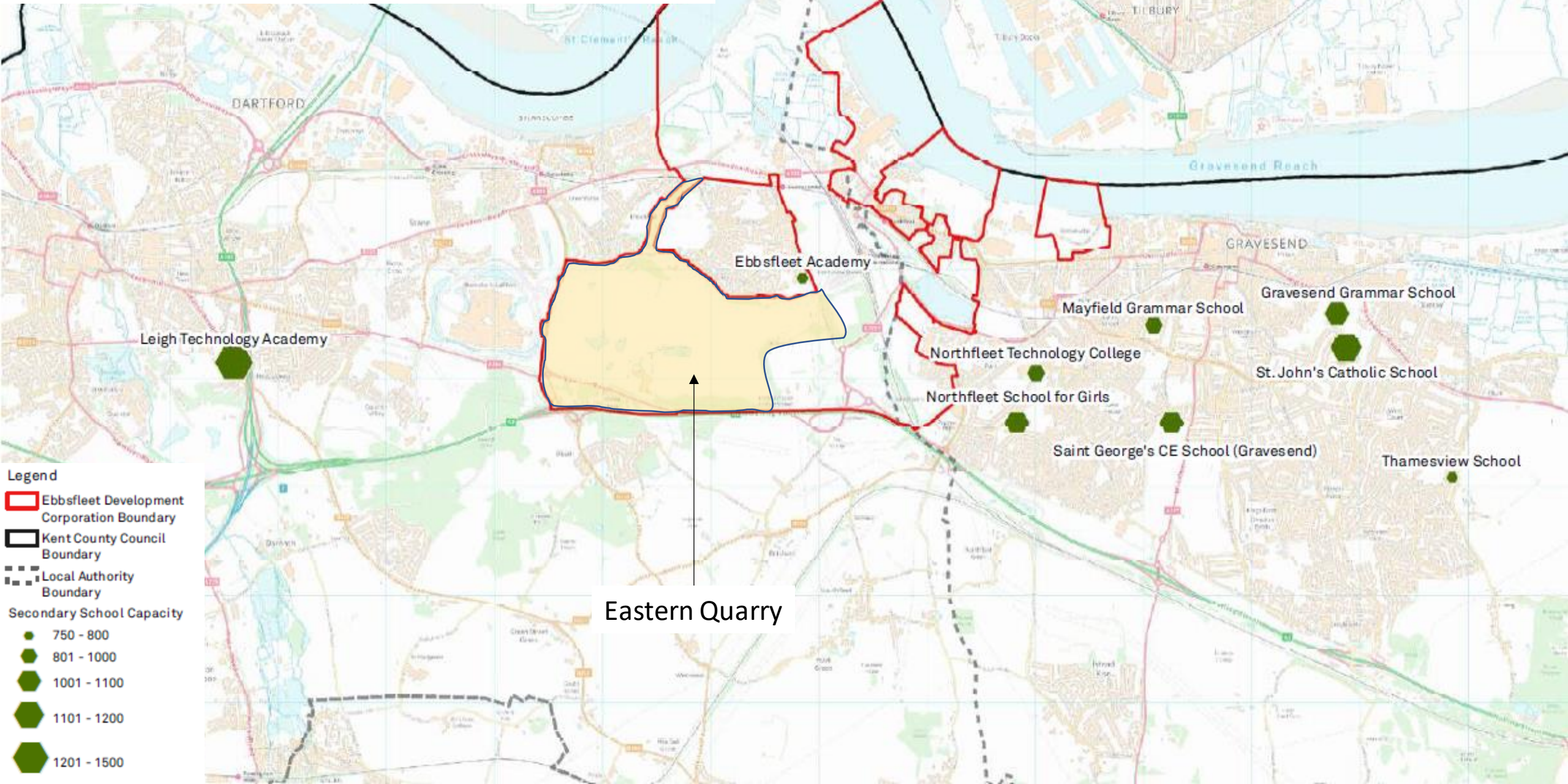


Dual-Use Sports Centre 2,695m² (GIA)
Occupancy: 560

10 people

- Four Court Dual-Use Sports Centre: 250
- Dance studio (dual use): 30
- Fitness suite (dual use): 30
- Viewing Gallery: 150
- Cafe and Bar: 100

Secondary School Provision



Legend

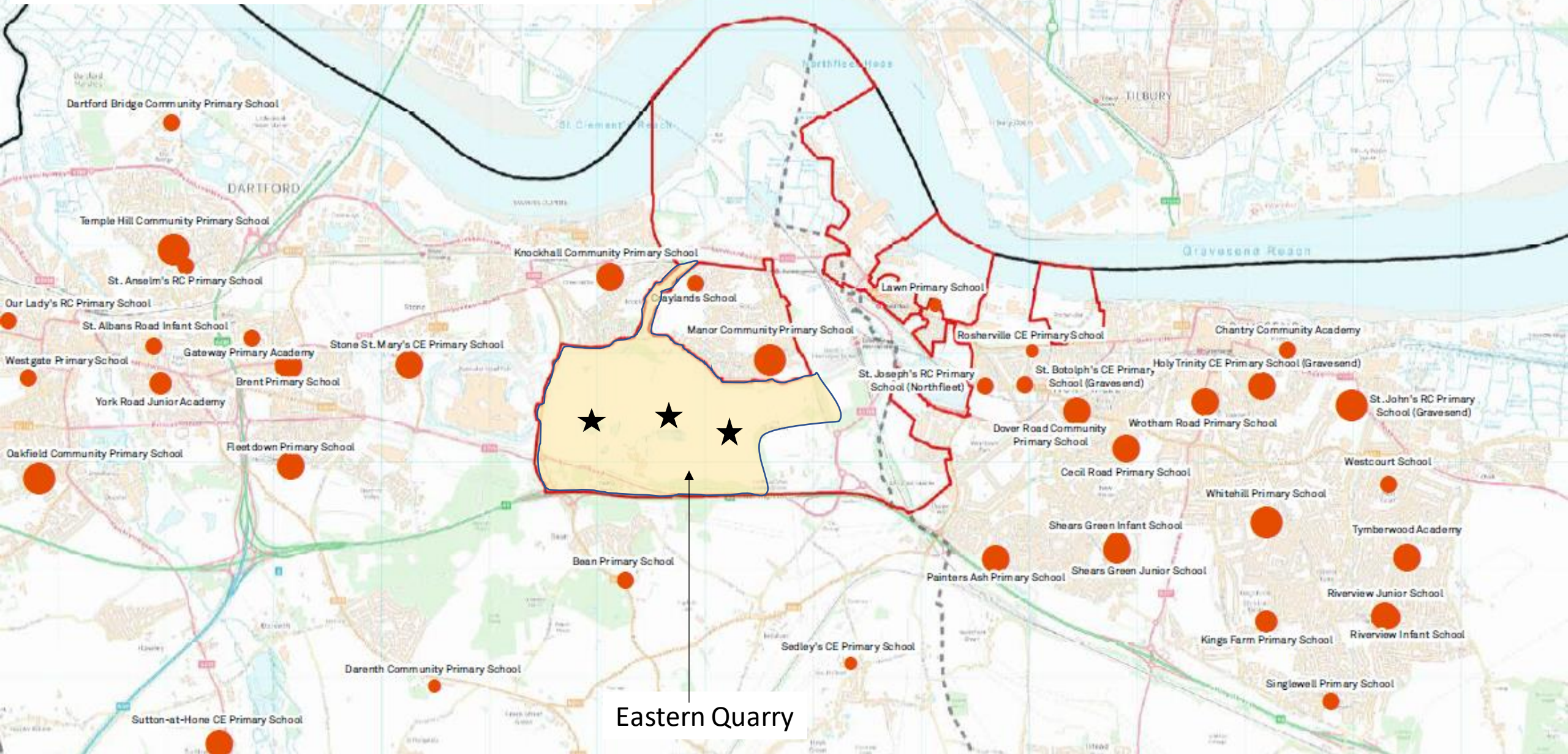
- Ebbsfleet Development Corporation Boundary
- Kent County Council Boundary
- Local Authority Boundary

Secondary School Capacity

- 750 - 800
- 801 - 1000
- 1001 - 1100
- 1101 - 1200
- 1201 - 1500

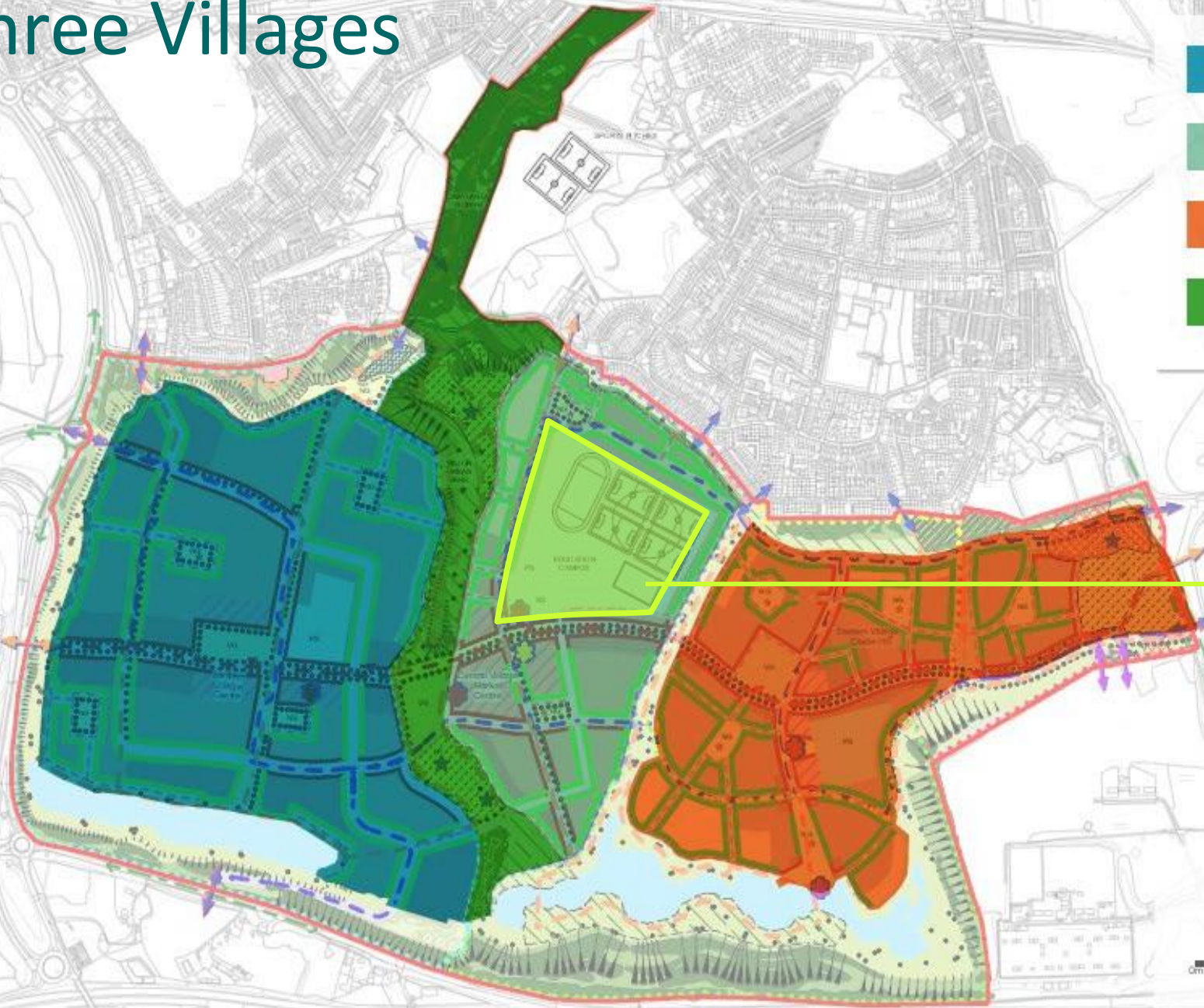
Eastern Quarry

Primary School Provision



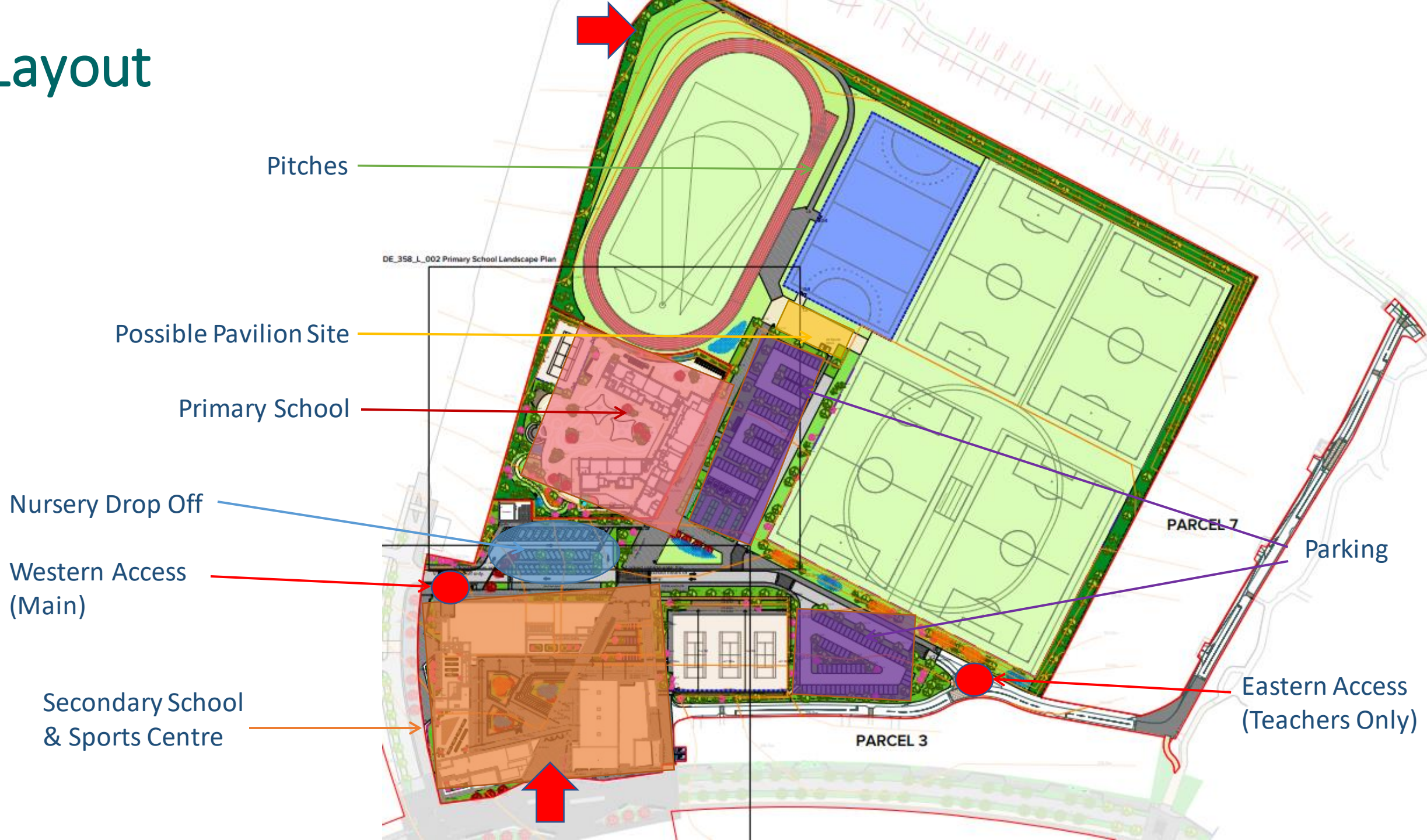
Three Villages

- Ashmere
- Alkerden
- Castle Hill
- Major Urban Park



Education Campus

Layout



Pitches

DE_358_L_002 Primary School Landscape Plan

Possible Pavilion Site

Primary School

Nursery Drop Off

Western Access (Main)

Secondary School & Sports Centre

PARCEL 7

Parking

PARCEL 3

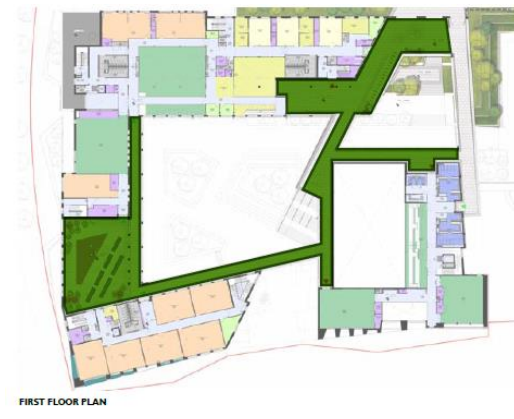
Eastern Access (Teachers Only)

Secondary School & Sports Centre





Landscape & External Breakout Space



Illustrative 3D render of the Central Courtyard



Illustrative 3d render of the Viewing Belvedere

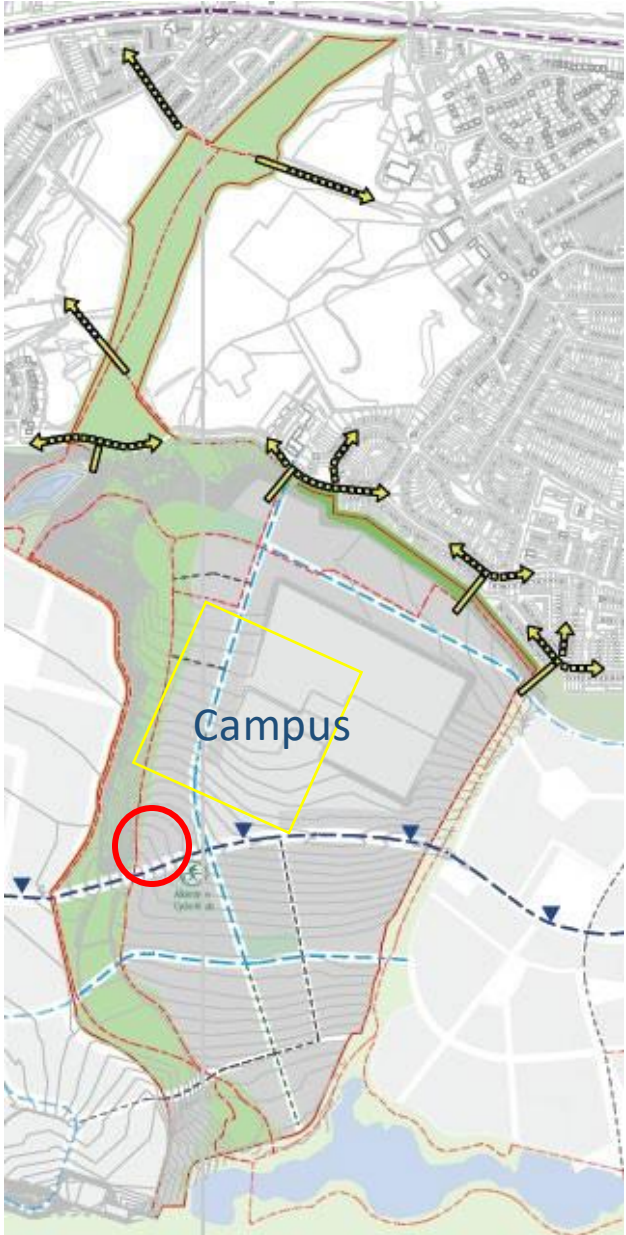


Illustrative 3d render of the Peace Garden Terrace

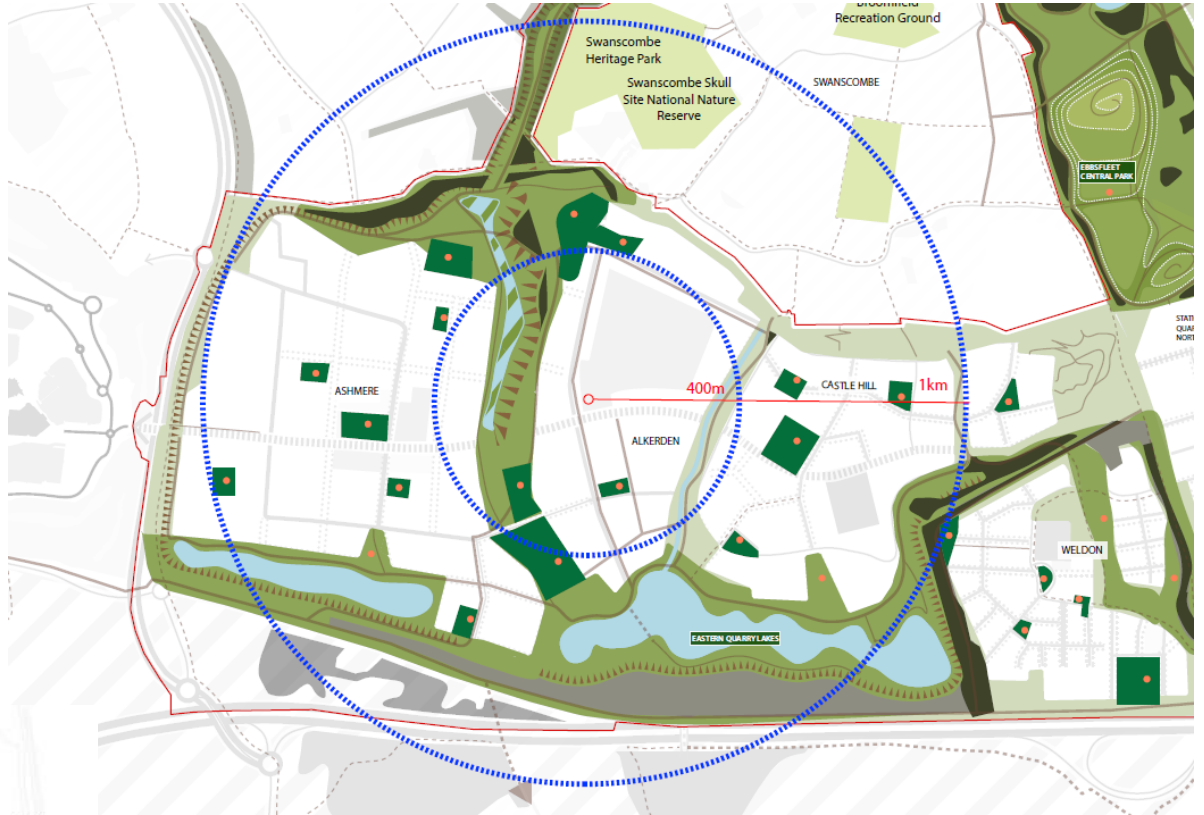
Primary School



Sustainable Location



- LEGEND**
- AMP/DC Area
 - Priority 'Green Route' - Off-road Walking/Cycle Superhighway
 - Primary 'Green Route' - Off-road Walking/Cycle Route
 - National Cycle Route 1 (off-road)
 - On-road Cycle-lane
 - Off-street Pedestrian Cycle Connection
 - 'Green Street' Pedestrian Cycle Connection
 - Cycling Friendly Street
 - Leisure Route
 - Railway Corridor
 - Fastrack Stop
 - Pedestrian and Cycle Connections
 - Cycle Hub



400m radius : 4 minute walk
1000m radius 8-10 minute walk

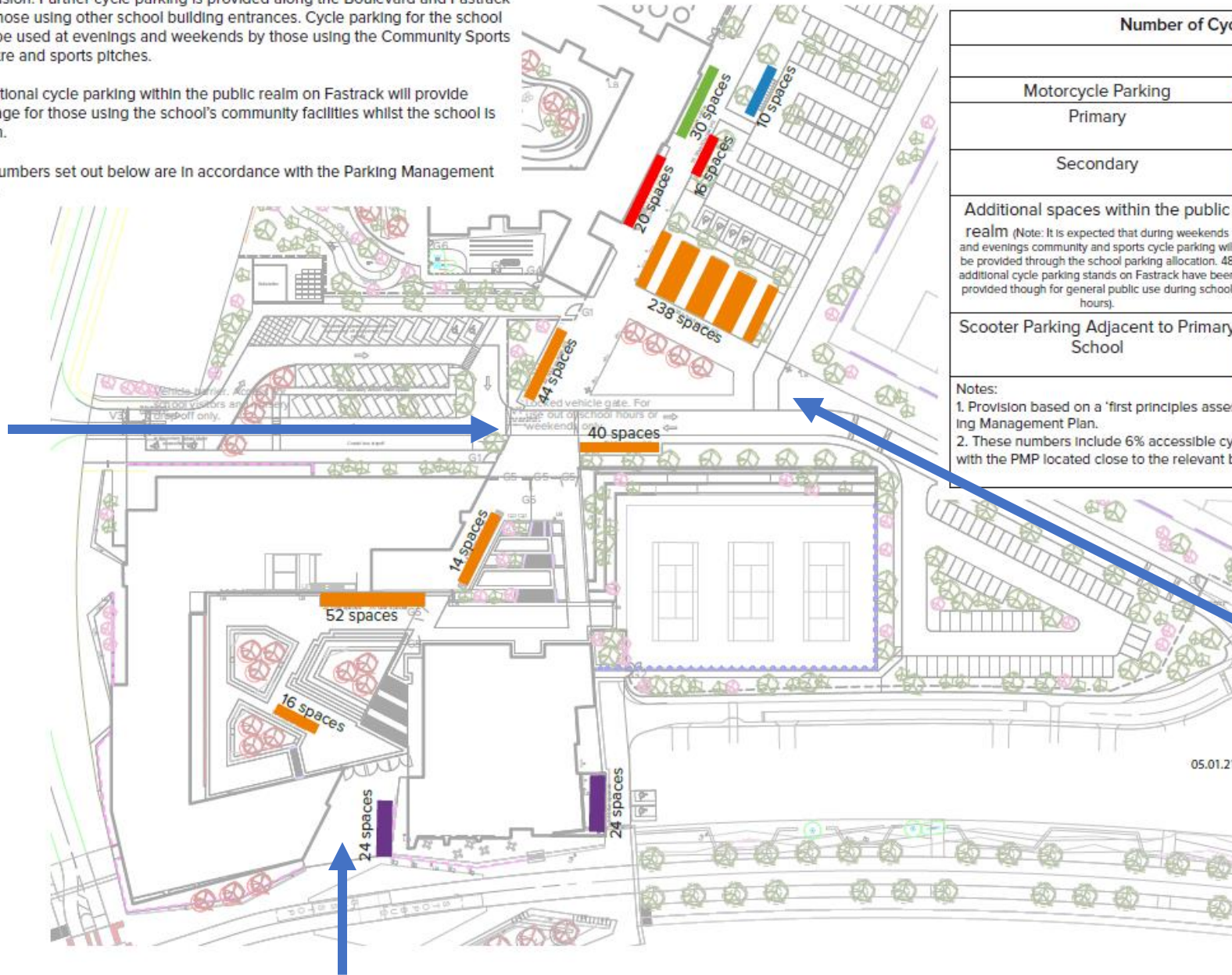
Cycle Strategy

The design seeks to maximise sustainable connections to the site with cycle parking allocated in key locations near to building entrances.

A central cycle storage area at the heart of the campus aligned on where key movement routes terminate, provides the majority of secondary school provision. Further cycle parking is provided along the Boulevard and Fastrack for those using other school building entrances. Cycle parking for the school will be used at evenings and weekends by those using the Community Sports Centre and sports pitches.

Additional cycle parking within the public realm on Fastrack will provide storage for those using the school's community facilities whilst the school is open.

All numbers set out below are in accordance with the Parking Management Plan



Number of Cycle Spaces	
	Provision
Motorcycle Parking	12
Primary	36 (7 of which mobility impaired spaces)
Secondary	404 (13 of which mobility impaired spaces)
Additional spaces within the public realm (Note: It is expected that during weekends and evenings community and sports cycle parking will be provided through the school parking allocation. 48 additional cycle parking stands on Fastrack have been provided though for general public use during school hours).	48
Scooter Parking Adjacent to Primary School	30

Notes:
 1. Provision based on a 'first principles assessment' in accordance with the Parking Management Plan.
 2. These numbers include 6% accessible cycle parking spaces in accordance with the PMP located close to the relevant building entrances.

05.01.21 Plan amended following A EDC comments.

A	Rev
DE_358_P_002	Drp No
Academy Consulting	Client
EEC	Project
Cycle Strategy	Title
1:1000 @A3	Scale

Parking Strategy

The following parking strategy has been developed in collaboration with Kent Highway Authority and the EDC and aims to reduce and deter vehicle trips to the school and prevent access into the school grounds for pupil drop off. Sustainable transport to the school is encouraged through the provision of a Fastrack stop outside the main school pupil entrance, extensive cycle parking and generous footpath/cycle connections connecting into the school grounds.

During the school day parking within the grounds will only be open to teachers who may access the site from either the west or east through gated control. Visitors to the schools will park in the entrance area (along with nursery drop-off) removing the risk associated with large amounts of cars driving within the school grounds.

Should vehicular drop-off for both the primary and secondary be necessary there will be municipal parking within close proximity in the Market Centre, a short walk away. An intercom and gate system at the main vehicular entrance will allow nursery drop off and day visitors to the school as well as coaches for trips and people with accessible space requirements.

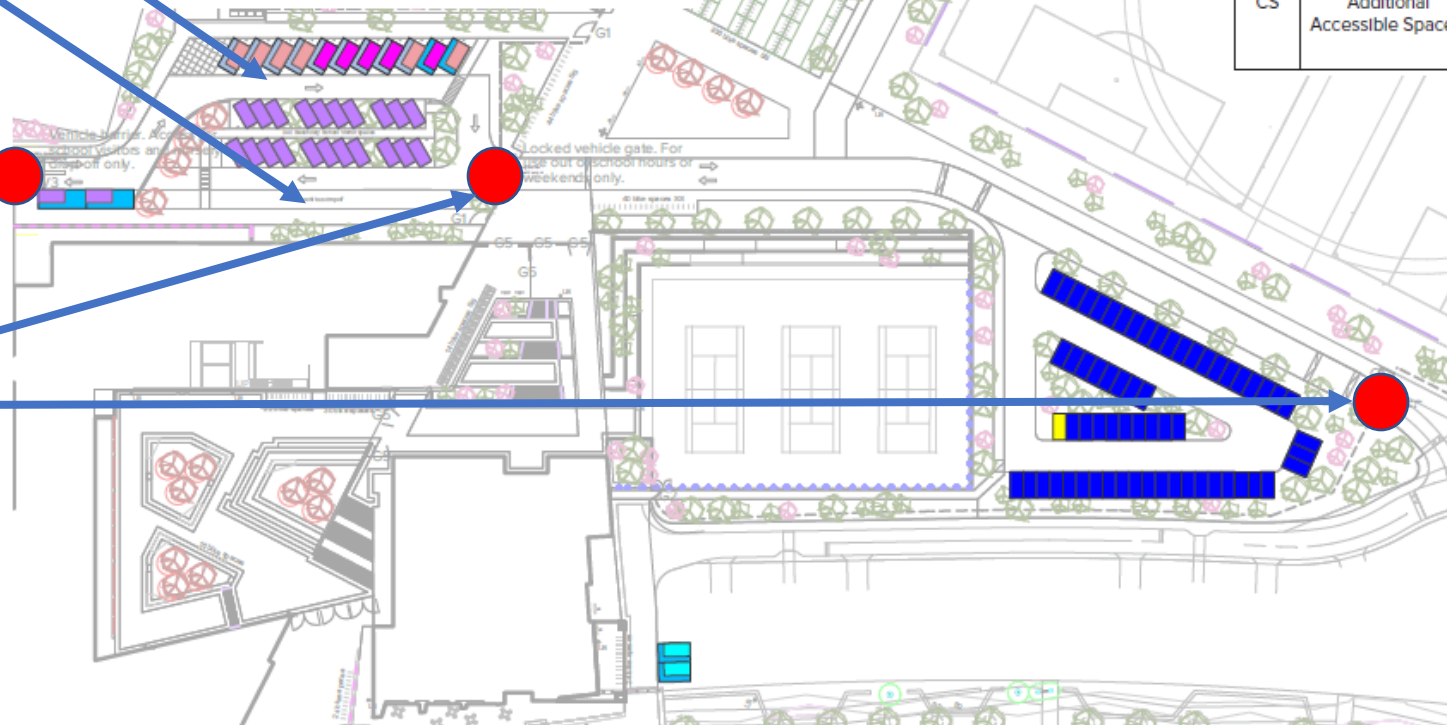
Out of the core school hours the site can be open for the use of the community sports facilities and teachers removing the requirement for unnecessary additional spaces.

All numbers set out are in accordance with the Parking Management Plan

Nursery Drop-off

Coach Parking

Controlled Barriers



School Operations

Number of Parking Spaces			
		Provision	
		Staff	Visitor
PS	Nursery	2	5
	Primary	24	6
SS	Secondary	93	23
	Cafe	1	0
Total Spaces		120	34

(154 spaces in total)

Evening and Weekend Operations

Number of Parking Spaces			
		Requirements	Provision
CS	Community Sports Centre	78	120 spaces (Community Sports to use Staff parking at evenings and weekends removing the requirement for unnecessary spaces and maintaining availability of visitor parking)
CS	Community Sports Pitches	60	
			18 additional spaces available (to meet provision requirement of 138 total spaces for the Community Sports facilities)
CS	Additional Accessible Spaces)		2 (In addition to the requirement for accessible spaces within the site two more will be provided outside the application area within close proximity to the cafe and Community Sports Centre)

Notes:

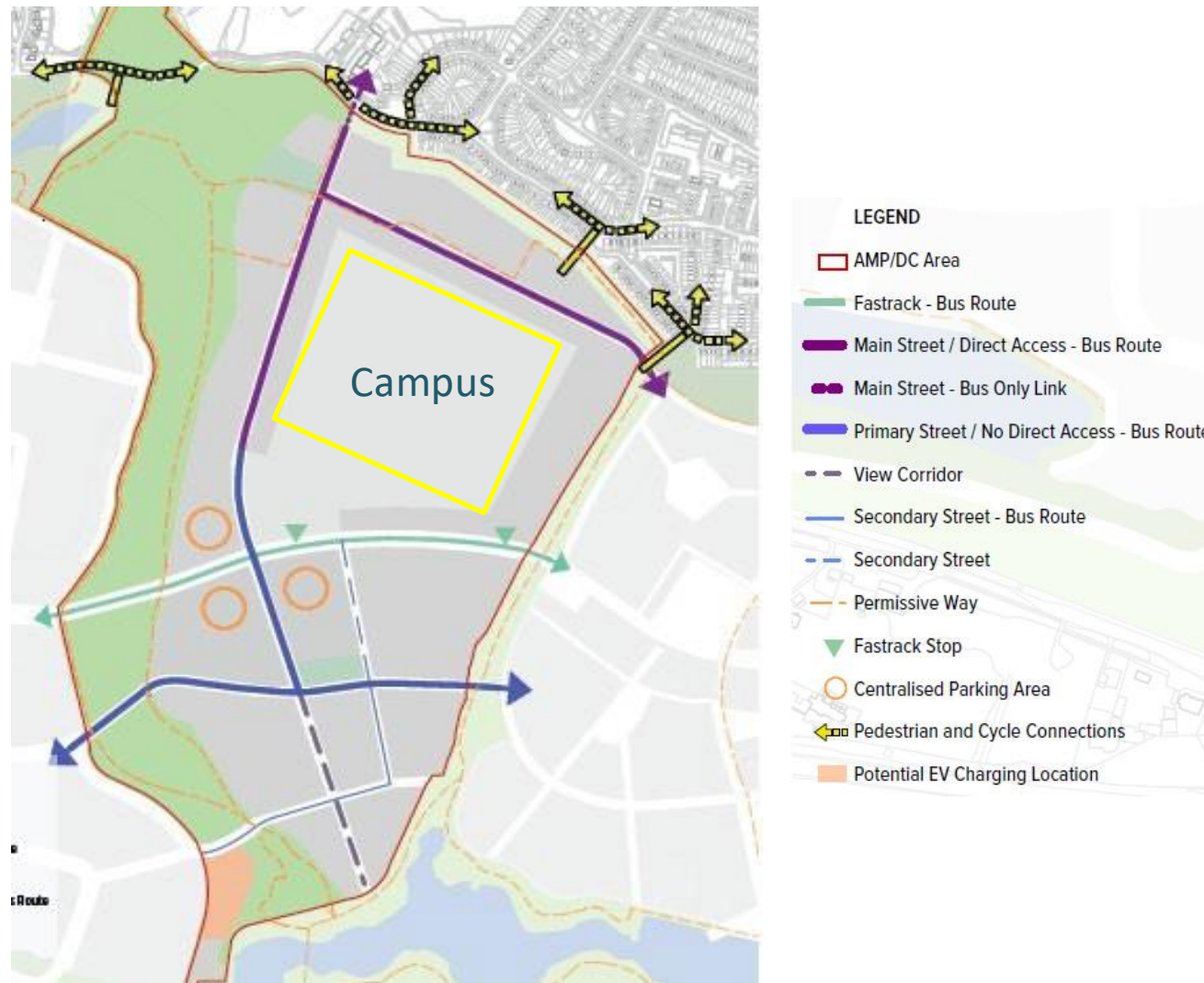
- Provision based on a 'first principles assessment' In accordance with the Parking Management Plan.
- These numbers include
 - 5% accessible parking spaces** designated for mobility impaired users
 - 7% enlarged parking spaces** for normal use that could be used for accessible purposes in the future should the demand be high. Accessible parking space percentages are based on visitor use only. It is expected that disabled staff will have a space reserved and the 7% enlarged space will accommodate any increases in demand.

05.01.21 Plan amended following A EDC comments.

DE_358_P_001	Rev
Academy Consulting	Drg No
EEC	Client
Parking Strategy	Project
1:1000 @A3	Title
	Scale

Area Masterplan Transport Strategy

- Off-site parking



Dual Use Management

- S106: Dual use obligation

“will be made available for community use outside normal school hours at reasonable times when not in use by the school and under the management of the School Provider or a management entity appointed by the School Provider and for the avoidance of doubt school use shall take priority over community or other use”

- Framework Management Strategy

- Condition 23: Detailed Management Strategy



Secondary Academy School

LIST OF APPLICATIONS DETERMINED UNDER DELEGATED POWERS

Period for Report: 1 December 2020 – 31 December 2020

EASTERN QUARRY:

Application Reference: EDC/20/0116

Decision Date: 02 December 2020

Location: Castle Hill, Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Eastern Quarry Ltd

Proposal: Application for the approval of condition 15 attached to outline planning permission reference no. DA/12/01451/EQVAR relating to a bio-diversity plan implementation programme update for Castle Hill South.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/20/0165

Decision Date: 09 December 2020

Location: Ashmere (Western Village), Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Countryside Clarion LLP

Proposal: Non-material amendment to reserved matters planning permission reference no. EDC/19/0196 to allow for changes to site levels.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/20/0119

Decision Date: 09 December 2020

Location: Parcels G, H, J & K - Castle Hill, Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Clarion Housing Group

Proposal: Application for the approval of condition 8 attached to planning permission reference no. EDC/19/0104 relating to electric vehicle charging duct work details.

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/20/0115

Decision Date: 16 December 2020

Location: 5 Farmer Close, Castle Hill, Ebbsfleet Valley, DA10 1DH

Applicant: Mr Harvinder Sandhu

Proposal: Erection of a gate and fence.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

EBBSFLEET GREEN:

Application Reference: EDC/20/0155

Decision Date: 09 December 2020

Location: Ebbsfleet Green Primary School, Ackers Drive, Weldon, Ebbsfleet Valley, Kent DA10 1AL

Applicant: Kent County Council

Proposal: Application for the discharge of condition 8 attached to planning permission reference no. EDC/20/0051 relating to provision of electric vehicle charging points.

Ward: Ebbsfleet

Decision: Condition Discharged

Application Reference: EDC/20/0151

Decision Date: 09 December 2020

Location: Ebbsfleet Green Primary School, Ackers Drive, Weldon, Ebbsfleet Valley, Kent, DA10 1AL

Applicant: Kent County Council

Proposal: Application for the discharge of condition 12 attached to planning permission reference no. EDC/20/0051 relating to cycle shelter and bin store details.

Ward: Ebbsfleet

Decision: Condition Discharged

NORTHFLEET EAST:

Application Reference: EDC/19/0076

Decision Date: 01 December 2020

Location: Northfleet Embankment East, Crete Hall Road, Northfleet, Gravesend, DA11 9AA

Applicant: Keepmoat Homes Ltd

Proposal: Application for the discharge of condition 7 attached to planning permission reference no. EDC/17/0039 relating to hard landscaping.

Ward: Northfleet North

Decision: Condition Discharged

Application Reference: EDC/20/0123

Decision Date: 08 December 2020

Location: Northfleet Embankment East, Crete Hall Road, Northfleet, Gravesend, DA11 9AA

Applicant: Keepmoat Homes Ltd

Proposal: Application for the discharge of condition 20 attached to planning permission reference no. EDC/19/0049 relating to the external lighting scheme (excluding street lighting).

Ward: Northfleet North

Decision: Condition Discharged

Application Reference: EDC/20/0124

Decision Date: 22 December 2020

Location: Northfleet Embankment East, Crete Hall Road, Northfleet, Gravesend, DA11 9AA

Applicant: Keepmoat Homes Ltd

Proposal: Application for discharge of condition 7 attached to planning permission reference no. EDC/19/0049 relating to a Construction Environmental Management Plan for Phases 2, 3 and 4.

Ward: Northfleet North

Decision: Condition Discharged

Northfleet West:

Application Reference: EDC/20/0176

Decision Date: 17 December 2020

Location: Land At Former Northfleet Cement Works, The Shore, Northfleet, Gravesend, Kent, DA11 9AN

Applicant: Bellway Homes Ltd

Proposal: 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 approval of the site-wide Phasing and Implementation Plan.

Ward: Northfleet North

Decision: Approved Subject to Conditions

Application Reference: EDC/20/0076

Decision Date: 18 December 2020

Location: Land To The Northwest of Factory Road, Northfleet Works, The Shore, Northfleet, Gravesend, Kent, DA11 9AN

Applicant: Bellway Homes Ltd

Proposal: 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).

Ward: Northfleet North

Decision: Approved Subject to Conditions

SWANSCOMBE PENINSULA:

Application Reference: EDC/20/0068

Decision Date: 10 December 2020

Location: Land At London Road And West Of Craylands Lane, Craylands Lane, Swanscombe, Kent

Applicant: Bellway Homes Ltd

Proposal: Application for the discharge of condition 21 attached to outline planning permission reference no. EDC/18/0027 relating to street lighting, seating and all other street furniture.

Ward: Greenhithe & Knockhall

Decision: Condition Discharged

Application Reference: EDC/20/0128

Decision Date: 10 December 2020

Location: Land At London Road And West Of Craylands Lane, Craylands Lane, Swanscombe, Kent

Applicant: Bellway Homes Ltd

Proposal: Application for the discharge of Condition 9(a) attached to planning permission reference no. EDC/19/0213 relating to detailed planting plans.

Ward: Greenhithe & Knockhall

Decision: Condition Discharged

Application Reference: EDC/20/0148

Decision Date: 18 December 2020

Location: Former Croxton And Garry Site, Tiltman Avenue, Greenhithe, Kent

Applicant: Bellway Homes Ltd

Proposal: Application for a non-material amendment to reserved matters approval reference EDC/19/0159 to swap the location of 4no. affordable houses and 4no. private houses.

Ward: Greenhithe & Knockhall

Decision: Approved Subject to Conditions

Application Reference: EDC/20/0088

Decision Date: 21 December 2020

Location: Land At London Road And West Of Craylands Lane, Craylands Lane, Swanscombe, Kent

Applicant: Bellway Homes Ltd

Proposal: Application for the discharge of condition 32 attached to planning permission reference no. EDC/18/0027 relating to a management plan for the public realm landscaping (hard and soft landscaping).

Ward: Greenhithe & Knockhall

Decision: Condition Discharged

Reference: EDC/18/0170

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

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

Applicant: Redrow Homes Limited

Parish / Ward: Ebbsfleet

OVERVIEW:

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

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

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

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

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

RECOMMENDATION:

Approval, subject to the following:

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

CONDITIONS

Time

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

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

Approved Plans

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

Layout Drawings

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

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

Apartment Drawings

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

Landscape Plans

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

Highways

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

Other

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

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

Prior to Commencement of Development

3. Notwithstanding the details submitted with the application, no development shall take place until details of the finished site levels, construction details for all boundary and retaining walls (as well as details of the measures used to make them safe) and finished slab levels for the buildings have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure the satisfactory appearance of the development and to enable it to be monitored in accordance with Policy DP2 of the Dartford Development Policies Plan.

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

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

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

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

Prior to Development Above Foundation Level

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Prior to First Occupation

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

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

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

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

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

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

14. No dwelling hereby approved shall be occupied until a Verification Report pertaining to the surface water drainage system and prepared by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority. The Report shall demonstrate the suitable modelled operation of the drainage system. The Report shall contain information and evidence (including photographs) of details

and locations of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an operation and maintenance manual for the sustainable drainage scheme as constructed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

20. The scheme of soft landscaping shown on the approved plans shall be carried out in the first planting season following the relevant part/building first being brought into use and thereafter maintained in accordance with the approved Ebbsfleet Green Phase 2c Landscape Management Plan Rev B (December 2020) prepared by TCL. Any trees or plants, which within 5 years of planting are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless the Authority gives written consent to any variation.

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

Compliance

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

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

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

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

INFORMATIVES:

1. POSITIVE AND CREATIVE APPROACH TO DECISION-TAKING

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

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

2. ADDITIONAL DOCUMENTS

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

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

3. OUTLINE PLANNING PERMISSION

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

4. DEVIATION FROM APPROVED PLANS

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

5. NAMING AND NUMBERING

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

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

6. BUILDING REGULATIONS AND OTHER CONSENTS

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

7. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

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

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

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

8. UTILITIES

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

9. THAMES WATER

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

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

10. SIGNAGE

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

1.0 SITE CONTEXT AND BACKGROUND

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

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

- Up to 950 residential dwellings in a mix of houses/flats;
- Primary school and associated open space (2.05ha);
- Community Hall (358 sqm);
- Neighbourhood food store (339 sqm);
- Up to 5,000sq m hotel with conferencing and leisure facilities;
- Pub and family restaurant (920 sqm);
- Public open space (no less than 30% of the site) including a 3G sports pitch, 2no. hard-surfaced courts, with changing facilities and community allotments;
- A Neighbourhood Equipped Area for Play (NEAP), Multi-Use Games Area (MUGA) and 3 x Local Equipped Areas of Play (LEAPS).

Parameter Plans & Master Plan

1.3 The outline planning permission is broken into a series of staged submission requirements to ensure that the necessary level of site evaluation and strategic site framework is established in advance of consideration of details. Whilst detailed matters of layout, appearance, scale, and landscaping were reserved from consideration at the outline stage. The outline planning consent establishes the broad parameters within which those matters need to be worked up in detail for Reserved Matters application submissions. These parameters established design principles, including plans for land use, open space, movement and building heights. The approved parameter plans underpin the site-wide Masterplan.

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

Site History and Surrounding Sites

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

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

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

Site Description

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

Proposal

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

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

2.0 RELEVANT PLANNING HISTORY

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

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

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

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

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

3.0 PUBLICITY

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

Neighbour letter expiry date: 1/12/20

Site notice expiry date: 1/12/20

Press notice expiry date: 3/12/20

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

4.0 REPRESENTATIONS

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

5.0 CONSULTATION RESPONSES

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

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

The following responses have been received and summarised as follows:

5.2 Bean Residents Association

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

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

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

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

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

5.3 Swanscombe & Greenhithe Town Council

(23.11.20) No observations.

(3.9.20) No observations.

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

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

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

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

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

5.4 Dartford Borough Council Planning/ Environmental Health Officer

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

(30.10.20) No further observations.

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

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

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

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

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

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

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

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

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

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

5.5. Dartford Borough Council Housing Officer

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

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

5.6 Environment Agency

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

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

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

(13.2.19) No additional observations.

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

5.7 Kent County Council Ecology

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

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

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

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

5.8 Kent County Council Heritage

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

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

5.9 Kent County Council Lead Local Flood Authority

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

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

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

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

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

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

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

5.10 Kent County Council Highways and Transportation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.12 National Grid Plant Protection

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

5.13 Southern Water

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

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

(1.7.19) Southern Water comments remain unchanged.

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

5.14 Kent Fire & Rescue Service

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

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

5.15 Crime Prevention Officer

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

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

The following comments are made regarding the proposed scheme:

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

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

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

5.16 Natural England

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

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

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

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

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

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

5.17 Sport England

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

5.18 Thames Water

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

6.0 PLANNING POLICY

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.2 The Development Plan comprises the adopted Dartford Core Strategy, the Dartford Development Policies Plan (DDPP) and the Kent Minerals and Waste Local Plan 2020. The Core Strategy seeks to regenerate the Borough of Dartford by outlining where, and how many, new homes and jobs would be created. The first policies of the plan identify locations for major development at Dartford Town Centre/ Northern Gateway, Ebbsfleet to Stone and the Thames Waterfront. Its objectives are also delivered through the Development Policies Plan, which includes more detailed thematic policies.
- 6.3 The policies relevant to the consideration of this application are set out below.

Dartford Borough Local Development Framework – Core Strategy (2011)

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

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

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

OTHER RELEVANT GUIDANCE

National Planning Policy Framework (NPPF) and Guidance

- 6.4 At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11) which means approving development proposals that accord with the Development Plan and where the Development Plan is absent, silent or relevant

policies are out of date planning permission should be granted unless any adverse impacts would so significantly and demonstrably outweigh the benefits or specific policies in the NPPF indicate development should be restricted.

Ebbsfleet Development Corporation Design Guidance

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

7.0 PLANNING APPRAISAL

Main Issues

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

Principle of Development

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

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

Access

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

Layout

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

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

Scale

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

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

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

Density

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

Appearance

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

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

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

Housing Mix

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

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

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

Residential Standards

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

Landscaping

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

Car Parking

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

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

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

Sustainable Transport Measures

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

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

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

Cycle Parking

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

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

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

Deliveries and Servicing

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

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

Affordable Housing

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

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

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

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

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

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

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

Residential Amenity

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

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

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

Sustainability

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

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

Heritage

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

Flood Risk and Drainage

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

Biodiversity and Ecology

- 7.83 The NPPF states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity. Policy CS12 supports proposals that conserve, enhance and promote biodiversity to ensure no net loss of biodiversity within the Borough.

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

Habitats Regulations Assessment (HRA) Screening

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

Condition 26

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

Building for a Healthy Life Assessment

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

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

Crime Prevention

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

8.0 FINANCIAL CONSIDERATIONS

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

9.0 HUMAN RIGHTS

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

10.0 PUBLIC SECTOR DUTY

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

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

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

11.0 RECOMMENDATIONS AND CONCLUSIONS

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

- 11.2 The application has undergone extensive negotiation and revisions to achieve design improvements which are now deemed to align with the principles set out in EDC design guidance. The proposals will not result in harm to the amenity of existing or future residents, the environment or the transport network and will create a mixed and balanced new community. The development would be in accordance with the Development Plan for the Borough and there are no material considerations of enough weight that would dictate that the application should nevertheless be refused.

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

Reference: EDC/20/0002

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

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

Applicant: Eastern Quarry Ltd.

Parish / Ward: Ebbsfleet

SUMMARY:

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

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

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

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

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

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

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

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

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

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

The application is therefore recommended for approval.

RECOMMENDATION:

Approve planning permission subject to the following:

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

CONDITIONS:

Time

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

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

Approved Plans and Documents

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

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

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

Prior to Development Above Foundation Level

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Prior to First Opening

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

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

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

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

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

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

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

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

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

12. The buildings hereby approved shall not be brought into use, until details of secure, cycle and scooter parking stands (including green roof to central cycle parking area), together with location of scooter parking to accord substantially with the approved cycle parking strategy plans (dwg DE_358_P_002), have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details which shall be made available prior to the first opening of any building hereby permitted. The cycle parking shall be maintained thereafter.

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

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

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

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

Reason: In the interests of highway safety.

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

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

Reason: In the interests of protecting amenity.

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

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

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

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

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

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

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

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

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

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

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

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

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

Post Completion

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

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

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

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

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

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

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

Other/Compliance

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

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

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

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

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

Reason: In the interests of effective operation and sustainability.

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

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

Reason: To safeguard future provision.

INFORMATIVES:

1. CONTAMINATION

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

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

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

2. TRAFFIC REGULATION ORDER (TRO)

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

3. SOUTHERN WATER

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

4. KENT HIGHWAYS

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

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

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

5. ADDITIONAL DOCUMENTS

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

- **...TO BE COMPLETED**

6. OUTLINE PLANNING PERMISSION

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

7. DEVIATION FROM APPROVED PLANS

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

8. BUILDING REGULATIONS AND OTHER CONSENTS

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

9. POSITIVE AND CREATIVE APPROACH TO DECISION MAKING

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

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

1.0 SITE CONTEXT AND PROPOSAL

1.1 Background

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

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

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

1.2 Site Description

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

1.3 Proposal

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

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

Secondary Provision:

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

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

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

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

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

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

2.0 RELEVANT PLANNING HISTORY

2.1 High Level Permissions

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

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

Approved 18.01.13.

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

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

3.0 PUBLICITY AND REPRESENTATIONS

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

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

4.0 CONSULTATION RESPONSES

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

4.1.1 Swanscombe & Greenhithe Town Council
No observations.

4.1.2 Kent Highways
No objection with comments –

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

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

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

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

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

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

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

4.1.3 Sport England (Non-statutory role)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.1.4 KCC Ecology

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

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

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

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

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

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

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

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

4.1.5 KCC Education

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.1.6 KCC Lead Local Flood Authority

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

4.1.7 Environment Agency

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

4.1.8 Dartford Borough Council

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

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

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

4.1.9 Kent Police Designing out Crime Officer

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

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

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

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

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

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

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

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

Doorsets and windows should conform to SBD Schools 2014.

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

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

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

4.1.10 Southern Water

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

4.1.11 Thames Water

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

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

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

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

KCC Archaeology
Kent Fire & Rescue
Ebbsfleet Ward Councillors

5.0 PLANNING POLICY

5.1 Development Plan

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

5.1.2 The development plan comprises the adopted Dartford Core Strategy, the Dartford Development Policies Plan (DDPP) and the Kent Minerals and Waste Local Plan 2020. The Core Strategy seeks to regenerate the Borough of Dartford by outlining where, and how many, new homes and jobs will be created. The first policies of the plan identify locations for major development at Dartford Town Centre/ Northern Gateway, Ebbsfleet to Stone and the Thames Waterfront. Its objectives are also delivered through the Development Policies Plan which includes more detailed thematic policies.

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

5.1.4 Dartford Borough Council – Core Strategy (2011):

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

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

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

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

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

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

5.3 DCLG Policy Statement Planning for Schools Development 2011

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

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

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

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

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

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

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

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

5.5 Other Guidance

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

National Guidance

- National Design Guide
- Building for a Healthy Life

EDC Guidance

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

6.0 PLANNING APPRAISAL

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

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

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

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

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

6.5 Reserved Matters : Access & Layout

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

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

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

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

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

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

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

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

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

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

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

- Primary School

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

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

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

- Access

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

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

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

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

- Accessibility

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

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

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

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

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

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

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

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

6.6 Reserved Matters : Appearance & Scale

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

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

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

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

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

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

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

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

6.8 Highways & Parking

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

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

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

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

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

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

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

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

- Table 1: School Buildings:

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

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

- Table 2: Dual Use Provision:

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

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

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

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

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

- Cycle/Motorcycle parking

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

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

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

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

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

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

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

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

Community Facilities:

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

Sustainable Management:

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

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

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

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

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

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

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

6.10 Sustainability

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

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

6.12 Amenity

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

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

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

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

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

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

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

6.23 Other Matters:

6.23.1 Environmental Impact Assessment

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

6.23.3 Contamination

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

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

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

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

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

6.23.8 Ecology

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

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

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

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

6.23.13 Archaeology

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

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

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

6.23.17 No comments have been received from KCC Archaeology.

6.23.18 Condition 25

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

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

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

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

7.0 FINANCIAL CONSIDERATIONS

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

8.0 HUMAN RIGHTS

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

9.0 PUBLIC SECTOR DUTY

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

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

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

EBBSFLEET DEVELOPMENT CORPORATION

PLANNING COMMITTEE MINUTES

**SUBJECT TO APPROVAL AS AN ACCURATE RECORD AT THE NEXT MEETING OF THE
COMMITTEE**

Date: Wednesday 16 December 2020

Time: 18.00 – 20:09

PRESENT: Lord Moylan (Chair)
Bob Lane (Vice-Chair)
Chris Hall
Rev. Penny Marsh
Councillor Derek Hunnisett
Councillor Michael Payne

1. APOLOGIES FOR ABSENCE

The Chairman opened the meeting and noted there were no apologies for absence.

2. DECLARATIONS OF INTEREST

The Chairman reported that there were no declarations of interest.

3. URGENT ITEMS

There were no Urgent Items.

4. RECORD OF MEETING

The minutes from the Planning Committee Meeting held on 15 July 2020 were approved.

5. EDC/20/0078 – Land at former Northfleet Cement Works, The Shore, Northfleet

6. EDC/20/0075 - Land at former Northfleet Cement Works, The Shore, Northfleet

7. EDC/20/0077 - Land at former Northfleet Cement Works, The Shore, Northfleet.

8. EDC/20/0080 - Land at former Northfleet Cement Works, The Shore, Northfleet.

The committee were presented and debated all 4 applications together. The applications covered three non-materials amendments to allow for changes to wording of conditions of the outliner permission (EDC/16/0004) and also a condition discharge application for a detailed masterplan of the residential area.

The Case Officer presented the 4 submissions. Members of the committee asked the officer questions on the non-safeguarded wharf situated near the site and the impact on the housing numbers as a result of moving the Community centre. The case officer responded that the non-safeguarded wharf was owned by a company called NWM Properties who also own the adjacent employment land and that the wharf was not in a usable condition. The case officer advised that the relocation of the community centre would not affect the housing numbers on site. Members asked for more information on retail provision as it was identified in the outline permission. The officer explained that the retail provision was not mandatory and the outline permission defined the amount a scheme could provide. The applicant has chosen not to provide retail space.

Councillor Lauren Sullivan of Gravesham Borough Council spoke against applications EDC/20/0075, EDC/20/0077 and EDC/20/0080 and highlighted that these applications are within the Gravesham Borough but there is still no Gravesham Borough Council representation on the EDC Committee. Cllr Sullivan expressed disappointment at the relocation of the community centre and shared worries of the community centre not being viewed as an option for all residents rather than just for the use of the new development due to its new proposed location. Cllr Sullivan also noted concerns over the standards of the children's play parks and highlighted the value in them being co-produced with children to increase the quality of the play parks. Cllr Sullivan expressed a wish that the Flint wall on College Road be repurposed or reused in the new development. Cllr Sullivan questioned the affordable housing provision and asked if the cost of the homes are affordable for the current residents of Northfleet and not a gentrification of the area. Cllr Sullivan also expressed a wish for a condition to require local labour in the construction of the development. The level of front loaded infrastructure to cope with the increase in residents into the area was also questioned.

Gregory Evans of Savills and Jamie Macarthur of Bellway both spoke in favour of all of the applications. Mr Macarthur addressed points made by Cllr Sullivan specifically that there is planned use of local labour in the development of the scheme and that the proposed housing is within the local price limits. Members noted that there was no mention of reusing the Flint wall in the applicants speech and requested confirmation that the materials of the wall would be reused or repurposed. The applicant confirmed that they will be reusing the wall but the exact option is still finalised.

Members noted that the existing wharf has been labelled as a viewing platform and the applicant confirmed that this was a possible plan and that they are in talks with the owner of the wharf. Members asked when the applicant is expected to begin the residential development and when can the last unit be expected to be sold. The applicant could not give an exact date for the last unit sold but estimated that it would be an 8 year project and that the earthworks would start next spring and take 6 months bringing the expected start date of the residential development around the end of 2021 which is subject to reserved matters approval, applicants also expressed that this is subject to change due to the ongoing pandemic. Members asked if there would be any allocated parking for community centre. The applicant advised that details of parking allocation have not been finalised but explained that it is likely that there would be some provision for the community centre. Members queried when the Fasttrack route would be delivered and the applicant advised that it will come forward in Phase 3 of the development which is roughly halfway. Members asked if the pedestrian/cycle bridge would be provided at the cost of the developer at which it was confirmed that it was.

Members asked the applicant if local residents would be included in the design process of the children's park. The applicant confirmed that they would seek to include local community groups and schools in the design of the parks and stated that they tried to create a community liaison group with the local community but unfortunately had no volunteers. Members asked what commitments the developer has to the training, recruitment and employment of local people during the construction phase. The applicant explained that there is an existing planning condition which requires the agreement a local employment strategy with EDC, they advised that in their other schemes they operate at 30% training. Members asked what assessment was carried out on affordability of the private sector homes for the local people. The applicant explained that the affordable homes pricing must be agreed with Gravesham Borough Council and the private sector housing has not been assessed as of yet due to the early nature of the development process. Finally, members queried what the developer has done towards social integration for the scheme. The applicants stated that they believe the relocation of the community centre will act as a means of increasing social integration.

Members expressed contentment with the answers given in regards to the reuse of the flint wall but highlighted that the EDC Committee will have to make sure that this is shown in future reserved matters applications. Members debated the proposed relocated community facility identifying advantages of either position but recognising that it will take a lot of work for the social integration of this site - as has been evidenced on other schemes that it takes time and work for the new to integrate with the old and so good community engagement is important. Some members felt that the new location of the community centre was an improvement due to its potential contribution to the waterfront area and that the new walkable distance to the facility is not long enough to deter use from outside residents. Members discussed the physical integration of the scheme and the positive elements of Fastrack and walking/cycling routes.

Members asked the officer if the conditioning of the application could be strengthened in order to ensure that there is a strong engagement with the existing community in the running of the community facility. The officer explained that there is no current conditioning for this but a future condition can be added that covers this.

Members unanimously voted in favour of EDC/20/0075 and EDC/20/0078.

Members voted in favour of application EDC/20/0078 subject to the wording of the condition regarding the previously discussed community engagement be strengthened. One member chose to abstain from voting on this application.

Members voted in favour of EDC/20/0080 on the basis that informatives be added in regards to social integration, local labour and future access to the safeguarded wharf that is outside the scheme boundary.

Application EDC/20/0075 – Application granted subject to conditions

Application EDC/20/0077 – Application granted subject to conditions

Application EDC/20/0078 – Application granted subject to conditions

Application EDC/20/0080 – Application granted subject to conditions

ITEMS FOR INFORMATION

9. Activity Report for Quarter 2 - July 2020 – September 2020

Report Noted

10. Decisions taken under delegated powers July – November 2020

Report Noted

Meeting closed at 20:09

The following officers were in attendance at the meeting:

Mr Mark Pullin – Chief Planning Officer
Mr Michael Jessop – Senior Planning Manager
Mr Adam Skinner – Planning Committee Secretary
Mr Tim Sharp – Legal Advisor

EBBSFLEET DEVELOPMENT CORPORATION

PLANNING COMMITTEE MINUTES

**SUBJECT TO APPROVAL AS AN ACCURATE RECORD AT THE NEXT MEETING OF THE
COMMITTEE**

Date: Wednesday 27 January 2021

Time: 18.00 – 20:09

PRESENT: Lord Moylan (Chair)
Bob Lane OBE (Vice-Chair)
Chris Hall
Councillor Derek Hunnisett
Rev. Penny Marsh
Councillor Michael Payne

1. APOLOGIES FOR ABSENCE

The Chairman opened the meeting and noted there were no apologies for absence.

2. DECLARATIONS OF INTEREST

The Chairman reported that there were no declarations of interest.

3. URGENT ITEMS

There were no urgent items.

4. RECORD OF MEETING

The minutes from the Planning Committee meeting held on 16 December 2020 were approved.

5. Delegated Items Report – December 2020

Report Noted.

6. EDC/20/0002 – Education Hub, Alkerden, Eastern Quarry, Watling Street, Swanscombe, Kent.

The application sought approval of reserved matters application for a 8 Form Entry Secondary School, 2 Form Entry Primary School, Dual Use Sports Centre and Sport Pitches and associated infrastructure, together with associated hard and soft

landscaping, play areas, car and cycle parking, and ancillary works pursuant to Conditions 2, 25, 28 and 32 of planning permission EDC/17/0048.

The Case Officer presented the application and members asked various questions. Members queried whether a swimming pool was proposed to which the officer confirmed that there was not. Members asked if any changes had been made to the scheme in respect to the events of the past year such as measures to minimise grouping of students. The case officer explained that the square area outside the main entranceway (due to be included in another application) is envisaged to be an open square so as not to funnel the students and several different access points for pedestrians are proposed so as to reduce grouping. The case officer explained that the scheme is very large with plenty of separate circulation spaces. Members of the committee questioned whether there is risk of a breach of the Section 106 agreement for the delivery of the community pitches and also queried the expected level of demand for the dual use pitches stated at 13 people. The case officer explained that the housing trigger that would breach the Section 106 has not yet been reached. The case officer clarified that the report should state a demand figure of 132 and not 13 people. Members asked the officer whether it was the intention that the sub-committee to be set up to decide community use had no representation by community members. The officer advised that the arrangements for the committee had not been finalised and they would be agreed through a recommended condition.

Ashley Johnson of the Bean Residents Association spoke against the application stating that the Residents Association welcome the education hub but believe approval should be conditional on 6 matters being in place before opening. These matters being Fastrack, a road connection to the Hedge Place Roundabout, a road connection to Watling Street, a connection to Alkerden Lane being only for Bus and non-motorised traffic, confirmation that the new water provider IWNL can provide the necessary water infrastructure required and finally confirmation of who has responsibility for the sewage treatment of the Education Hub.

Peter Nelson of Henley Camland spoke in favour of the application and highlighted the high quality of the proposal and confirmed their commitment to provide the sports pavilion. Steven Carey of Alethia Anglican Academies Trust also spoke giving a brief overview of the trust and highlighted their management goals for the scheme. Members asked the applicants where they expect the children of this school to learn to swim in which the applicant explained that they hope that future developments within the garden city will provide a suitable place but in the meantime there are swimming pools at other schools managed by the trust that can be used alongside public pools available in Northfleet. The applicants then addressed some of the objectors points specifically the redirection of the foul water to go to Northfleet treatment works and also that they have had confirmation that there will be sufficient supply of water for the scheme. Members asked the Mr Carey if they have experience in managing such a large continuous community asset that the dual use pitches represent in which Mr Carey

responded that they do not currently operate anything that is at the level of this proposed scheme but that they do have experience in providing community use facilities for extended periods of time such as the swimming pool situated at another of their school sites and all weather floodlighted pitches.

Members were supportive of the application and voted unanimously for the approval of application EDC/20/0002.

Application EDC/20/0002 – Application granted subject to conditions and deed of planning obligation to secure off-site parking provision.

7. EDC/18/0170 - Northfleet West Sub Station, Southfleet Road, Swanscombe, Kent.

The application sought reserved matters approval for a development of 126 residential units and including details of streets, buildings, structures, materials, open space, landscaping, car parking, noise and drainage.

The case officer presented the application and members asked various questions. Members asked for clarification that the area outlined in red to the north of the development is a MUGA. The case officer confirmed that it was and it would be accessible from the car park to the north of Phase 2C and a footpath linking it to other phases. The case officer clarified that it borders the school boundary but does not belong to the school and is provision for the entire Ebbsfleet Green development. Committee members asked for clarification on the level of SAMMS contribution and the case officer highlighted where in the report the figure was stated. Members asked the case officer where the developers currently are in regards to the triggers mentioned in the report and the officer clarified that the development is approaching 530 occupied dwellings. Members queried that some of the parking areas do not provide one space per flat and asked if flats would be marketed without a space provided or if there will be no individual allocation. The officer confirmed that all private flats and 5 of the affordable housing flats would be allocated 1 space each and the rest of the affordable housing flats would share parking spaces.

Christopher Tennant of GL Hearn representing the applicant Redrow Homes spoke in favour of the application and confirmed that for members that the current occupied dwellings figure is 530 homes.

Some members expressed concern at the low number of van car parking spaces and also expressed disappointment at the quality of the design of the scheme but accept that it meets policy demands and that there are no material planning reasons for refusal.

Members voted unanimously to approve the application EDC/18/0170.

Application EDC/18/0170 – Approved subject to conditions, approval of the 2C affordable housing strategy and entering into a deed of planning obligation to secure a SAMMS contribution.

Meeting closed at 20:09

The following officers were in attendance at the meeting:

Mr Mark Pullin – Chief Planning Officer
Miss Caroline Baker – Senior Planning Manager
Miss Anastasia Bernard – Senior Planning Officer
Mr Adam Skinner – Planning Committee Secretary
Mr Tim Sharp – Legal Advisor

**SUPPLEMENTARY INFORMATION
PLANNING COMMITTEE 27 JANUARY 2021**

This report provides supplementary information following publication of the main report, for consideration by committee members in determining the applications.

Agenda Item 06 – EDC/20/0002

Off-site Parking - Deed of Planning Obligation

Revised draft Deed received 26 January 2021.

The draft Deed sets out the following:

- a) Provision of 41 parking spaces to be provided within the Market Centre in accordance with a Parking Strategy
- b) Parking Strategy to be submitted to EDC for approval 12 months before the opening of either school.
- c) The approved parking strategy to be implemented and parking spaces provided prior to opening of the primary school and retained for the lifetime of each school.
- d) Parking Strategy to secure measures to facilitate direct and safe access from the parking areas to the campus, including provision of highway crossing points where necessary.
- e) A commitment that the Travel Plan as secured by condition 9 shall embed measures to communicate to parents/guardians/carers the off-site parking arrangements

The Deed will be accompanied by a plan indicating the location of land within which the spaces will be provided.

Condition 2 – Approved Plans and Documents

Updated to include list of relevant plans as follows:

Plans & Elevations

EEH-LEP-MP-ZZ-M2-A-00204 Rev P3 – Site Location plan
EEH_LEP_PS_ZZ_M2_A_00224 – 2FE Primary School Elevations
EEH_LEP_PS_ZZ_M2_A_00223 – 2FE Primary School Sections
EEH_LEP_PS_ZZ_M2_A_00233 Rev P01 – 2FE Primary School Sections – Brick Types
EEH_LEP_PS_ZZ_M2_A_00234 Rev P01 – 2FE Primary School Sections – Brick Types
EEH_LEP_SS_ZZ_M2_A_00201 Rev P2 – North & South Elevation
EEH_LEP_SS_01_M2_A_00210 Rev P3 – Secondary School & Sports Centre: Ground Floor Plan
EEH_LEP_SS_01_M2_A_00211 Rev P2 – Secondary School & Sports Centre: First Floor Plan
EEH_LEP_SS_01_M2_A_00212 Rev P2 – Secondary School & Sports Centre: Second Floor Plan
EEH_LEP_SS_01_M2_A_00213 Rev P2 – Secondary School & Sports Centre: Third Floor Plan
EEH_LEP_SS_01_M2_A_00214 Rev P2 – Secondary School & Sports Centre: Fourth Floor Plan
EEH_LEP_SS_01_M2_A_00215 Rev P2 – Secondary School & Sports Centre: Fifth Floor Plan
EEH_LEP_SS_01_M2_A_00216 Rev P2 – Secondary School & Sports Centre: Roof Plan
EEH_LEP_SS_ZZ_M2_A_00211 – Secondary School North & South Elevation
EEH_LEP_SS_ZZ_M2_A_00212 – Secondary School East & West Elevation
EEH_LEP_SS_ZZ_M2_A_00213 – Secondary School North & South Courtyard Elevations
EEH_LEP_SS_ZZ_M2_A_00214 – Secondary School East, West & South Courtyard Elevation
EEH_LEP_SS_ZZ_M2_A_00204 Rev P2 – Secondary School East, West & South East Courtyard Elevations
EEH_LEP_SS_ZZ_M2_A_00330 Rev P2 – Detailed Section & Elevation A
EEH_LEP_SS_ZZ_M2_A_00331 Rev P2 – Detailed Section & Elevation B
EEH_LEP_SS_ZZ_M2_A_00332 Rev P2 – Detailed Section & Elevation C
EEH_LEP_SS_ZZ_M2_A_00333 Rev P2 – Detailed Section & Elevation D
EEH_LEP_SS_ZZ_M2_A_00334 Rev P2 – Detailed Section & Elevation E
EEH_LEP_SS_ZZ_M2_A_00335 Rev P2 – Detailed Section & Elevation F
EEH_LEP_SS_ZZ_M2_A_00336 Rev P2 – Detailed Section & Elevation G
EEH_LEP_PS_ZZ_M2_A_00225 – Block C – Sports Hall Sections

EEH_LEP_EP_ZZ_M2_A_00217 Rev P03 - Substation GA plans
 EEH_LEP_EP_ZZ_M2_A_00218 Rev P03 - Substation section
 EEH_LEP_PS_ZZ_M2_A_00219 – Substation elevations
 EEH_LEP_MP_ZZ_M2_A_20003 - Site Security
 EEH_LEP_SS_GF_M2_A_00800 Rev 3A – Security Ground Floor Plan
 EEH_LEP_SS_01_M2_A_00801 Rev 3A – Security First Floor Plan
 EEH_LEP_SS_GF_M2_A_00806 – Security Ground Floor Plan (Out of Hours)
 EEH_LEP_SS_01_M2_A_00807 – Security First Floor Plan (Out of Hours)

Landscape:

DE_358_L_001 Rev H - Site Wide Landscape Plan
 DE_358_L_002 Rev D - Primary School Landscape Plan
 DE_358_L_003 Rev B - Secondary School Landscape Plan
 DE_358_L_004 Rev A - Roof Terrace Landscape Plan
 DE_358_L_025 Rev D - Landscape Boundary Plan
 DE_358_P_001 Rev A - Parking Strategy
 DE_358_P_002 Rev A - Cycle Strategy
 DE_358_L_901 – Adoptions Plan
 EEH-HTS-00-00-DR-C-5000 Rev P3 – External Works Plan
 EEH-HTS-00-00-DR-C-5100 Rev P2 – External Works Details

Technical

18075/192 Rev P1 – School Link and Parcel 3 Access (Geometry & Visibility)
 18075/192 Rev P1 – School Link and Parcel 3 Access (Swept Path Analysis)

Reports

Alkerden Dual Use Sports Centre – Management Strategy – Dated August 2020
 Parking Management Strategy: Project Ref. 45454-5501 Rev AA by Stantec – Dated September 2020
 Transport Statement: Project Ref. 45454/5501 Rev A by Stantec – dated December 2019

Agenda Item 07 - EDC/18/0170

Additional Consultee Comments

Bean Residents Association (25.1.21)

We are a long-time supporter of this development. We have 50-years' experience of a similar 'Flated' part of Bean Village on the opposite side of the A2. Below are our comments on the undated WSP note "A Response to The Bean Van Parking Survey", referenced in GL Hearn 14-Jan-2021 covering letter.

1. The Planning Committee will note the Application History and Parking Provision: -

Date	Parking Plan	Dwellings	Cars	Car Club	Visitors	Vans	Disabled	TOTAL Spaces
25-Oct-18	p09	116	112	0	20	6	8	146
8-Feb-19	p09a	120	112	0	36	8	8	164
10-Jun-19	p09b	120	110	0	40	5	10	165
7-Aug-20	p09c	126	112	2	23	0	5	142
10-Nov-20	p09d	126	112	2	23	0	5	142
9-Jan-21	p09e	126	110	2	20	2	5	139

The reduction in parking was (of course) accompanied by an increase in dwellings.

2. In 2019 EDC produced a non-statutory design guide to use in place of DBC's SPD.
3. *The EDC parking standards represent the total parking provision for the site. The proportioning of the total parking figure into residential, visitor and van spaces is through negotiation and agreement with the planning team at EDC.*

4. The total parking is determined from the number of bedrooms. This is illogical for Vans or Disabled Spaces. A shortage cannot be retrofitted.
5. EDC recognise that data was from part-built areas with new young families but decided future family growth would be offset by the eventual completion of Fastrack. However, Fastrack won't reduce the number of Vans or Mobility Impaired users.
6. DBC criteria, based on Vans per dwelling in Boroughwide locations, is as follows: -

Provision for Vans	1 space per 10 homes or part thereof, preferably on-street or in secure compounds. This is in addition to parking provision set out above.
--------------------	--

So, 126 homes would result in **12** Van spaces compared to **2** Vans serving 4 Blocks.

7. Car spaces may fit small Vans, but Van spaces are replacing ones for cars. In our experience Van drivers are likely to also have a car!

8. The EDC parking standards represent the total parking provision for the site. The proportioning of the total parking figure into residential, visitor and van spaces is through negotiation and agreement with the planning team at EDC.

9. WSP found 5% of garden city homes (on average) had a Van (Max 11.9%), so, at least 126 x 5% = 6 of the 2.5m longer spaces for Vans should be provided.

Officer comment: The EDC has adopted the use of the Ebbsfleet Sustainable Travel Strategy which sets out residential parking standards for development across the Garden City, derived from recent parking surveys undertaken within Ebbsfleet and aligned with Ebbsfleet's city-wide Transport Strategy, rather than the figures set out within Dartford Borough Council's Parking Standards Supplementary Planning Document. A further increase in parking numbers in excess of the EDC Parking Guidance would result in the loss of landscaping and amenity areas for residents.

Condition 10 – Amended Wording

10. Notwithstanding the details submitted with the application, no development above foundation level shall take place until a revised Sustainability Strategy **confirming how water use targets will be met and** showing carbon saving calculations which are based upon the approved schedule of residential development and verifying the conclusions reached in respect of the use of photovoltaic technology has been submitted to, and approved in writing by, the Local Planning Authority. The details shall show the locations for the use of photovoltaic panels on the site.

Additional Matters

Paragraph 7.53 - The 12 visitor spaces located on Ackers Drive would not be afforded a passive EV provision, as Kent County Council Highways do not permit charging points in the adoptable highway.