



# **EBBSFLEET DEVELOPMENT CORPORATION Planning Committee**

Neil Cameron QC (Chair)  
Simon Dudley (Vice Chairman)

Chris Hall  
Councillor Derek Hunnisett  
Penny Marsh  
Councillor Jordan Meade  
Councillor Dr Lauren Sullivan

A meeting of the above Committee will be held on  
Wednesday 15 December 2021 at 4:00pm and  
Will be hosted on Microsoft Teams.



## **PLANNING COMMITTEE AGENDA**

Wednesday 15 December 2021

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 17 November 2021.

### **ITEMS FOR CONSIDERATION**

5. **EDC/21/0139 – Alkerden Village Parcel 3 Eastern Quarry Watling Street Swanscombe Kent**

#### **Proposal**

Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for the erection of 138 dwellings (flats) and associated parking, open space and infrastructure

#### **Recommendation**

Approval subject to:

- imposition of the following planning conditions with delegated authority to the Chief Planning Officer to make minor changes to the wording

6. **Delegated Items Report - November 2021**

For noting

**EBBSFLEET DEVELOPMENT CORPORATION**

**PLANNING COMMITTEE MINUTES**

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

Date: Wednesday 17 November 2021

Time: 18.03 – 19:14

PRESENT: Neil Cameron QC (Chair)  
Lord Moylan (Vice-Chair)  
Chris Hall  
Councillor Derek Hunnisett  
Rev. Penny Marsh  
Councillor Jordan Meade  
Councillor Lauren Sullivan

**1. APOLOGIES FOR ABSENCE**

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

**2. DECLARATIONS OF INTEREST**

Councillor Lauren Sullivan declared that she is a trustee of Northfleet Central which has had dealings with the applicant but she herself was not present at these meetings and has only ever dealt with Bellway in the capacity of her role as Northfleet North Councillor.

Neil Cameron declared that he has had past instructions from Bellway in his role as a barrister but does not currently have any relationship with them.

Lord Moylan declared that he is the chairman of Ebbsfleet Garden City Trust and that he has received clearance from the planning departments solicitors that he is able to participate in this committee meeting.

**3. URGENT ITEMS**

There were no urgent items.

**4. RECORD OF MEETING**

The minutes from the Planning Committee meeting held on 21 July 2021 were approved.

**5. EDC/21/0081 – Land North of Hive Lane, Northfleet Embankment West, The Shore, Northfleet, Gravesend, Kent, DA11 9AN.**

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

Gregory Evans from Savills and Jamie MacArthur from Bellway both spoke in favour of the application. Members asked the speakers why the affordable flats were grouped together rather than being distributed across the site and whether the properties would be built with the potential for alterations in case of future accessibility needs. Members also raised concerns about parking congestion as the area in question already suffers from congestion. The speakers responded by advising that although the phase proposes affordable housing grouped together, future phases with affordable housing will provide a distribution across the wider site. The speakers confirmed that the application meets and exceeds the accessibility requirements that are expected of them in this phase. The speakers advised that the number of parking spaces proposed in this application exceeds the estimated parking need which is based on the future Fastrack bus route serving the site, as this is not in place parking has been overprovided. Members asked whether residents would be incentivised to use the bus service via discounts or other promotions to which the speakers confirmed that those options will be looked into when doing the travel plan for this site.

Members asked the speakers about possible training and apprenticeship opportunities for the construction for this development. The speakers confirmed that there is a planning condition attached to the outline consent that requires local employment and training and the developer has already hired some local people along with working with local community groups. Members queried the approach to heating in the properties and whether gas boilers would be used. The speakers advised that parts of the scheme had been future proofed to change to alternative heating options. Members asked about the site levels and whether there is the possibility of a path to enable easier access between the site and the existing area to the South. The speakers advised that the levels and access to the site have been proposed due to the desire to retain some mature trees along the southern boundary but the layout would not preclude a connection if the opportunity arose in the future. Members asked what consideration was given for the provision of health facilities. The speakers confirmed that in the section 106 a contribution towards health services is required and the provision of

health facilities was not mandated by the existing outline permission. Members asked what heritage plans there were for the development. The speakers stated that Beavan's Park will be the main heritage focus along with a heritage trail around the park.

Members then expressed their approval of the quality of the design of the development along with the thought put into sustainability. Members then voted to approve the application in which all members agreed apart from one who abstained from voting.

**Application EDC/21/0081 – Approval subject to:**

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

**(ii) one of the following two options:**

- **Option 1 - Approval of the site-wide Phasing and Implementation Plan pursuant to condition 7 of outline planning permission reference EDC/16/0004; or**

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

**6. EDC Activity Report – July 2021 to September 2021**

Report noted.

**7. Delegated Items Report – July - October 2021**

Report noted.

**Meeting closed at 19:04**

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**The following officers were in attendance at the meeting:**



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

**Reference:** EDC/21/0139

**Site Address:** Alkerden Village, Parcel 3, Eastern Quarry, Watling Street, Swanscombe, Kent

**Proposal:** Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for the erection of 138 dwellings (flats) and associated parking, open space and infrastructure.

**Applicant:** Bellway London Partnerships

**Parish / Ward:** Ebbsfleet

**SUMMARY:**

This application seeks approval of reserved matters in relation to access, appearance, scale, layout and landscaping for the erection of 138 dwellings in the second residential phase of Alkerden Village, within the centre of the Eastern Quarry (EQ) development site.

The application has been guided by a series of strategy documents pursuant to the outline consent; most notably the Area Masterplan and Design Code (AMP/ADC), which set out the key design parameters for reserved matters applications within Alkerden.

The proposal is for a high-quality scheme, which accords well with the AMP/ADC. This is reflected in the Building for Healthy Life assessment, against which the proposed development achieves 11 'greens' and 1 'amber'. The proposals make effective use of a tightly constrained site to provide an attractive, high-density scheme of apartments, which are 100% compliant with the Nationally Described Minimum Space Standards and Part M4(2) of the Building Regulations, regarding accessibility. In addition, the scheme will provide 25% affordable housing to include 7 affordable rented units and 27 shared ownership units, with a mix which is reflective of the market provision.

The proposed development provides a well-considered, attractive design along the Fastrack corridor. As per the AMP requirements, the buildings will provide a suitable level of enclosure onto Fastrack and a sense of scale in this key location. However, the buildings also step up and down across the frontage and feature a range of design details to break up the mass and provide architectural interest.

The site is well orientated, with its primary frontage onto Fastrack. This prioritises access to public transport, as well as key walking and cycling routes. The site will sit in very close proximity to the Education Campus and the extensive amenities of Alkerden Market Centre. These attributes have supported an ambitious approach to parking, using the guidance set out in the EDC's Sustainable Travel Strategy. The majority of parking is situated within an undercroft parking area, out of view from the primary frontages and 85% of the proposed car parking spaces will have access to electric vehicle chargers. The parking strategy is supported by ample cycle parking provision in each block and the provision of a car club space within the site.

It is also considered that the proposed landscaping strategy makes effective use of a constrained site. The site will be surrounded by trees and will feature a small pocket park, to include open space and children's play equipment. Each upper storey flat will feature a

large balcony and the ground floor flats fronting Fastrack will have a private patio providing direct street access. In line with AMP requirements, the space in between the two main blocks is modelled as a pedestrian focussed plaza, with plenty of places to sit within an attractively landscaped space. The site will also link up effectively with the Central Green Zone, immediately to the east, with the addition of a new footpath.

With regards to matters of sustainability and biodiversity, the application is compliant with the EQ strategy documents secured under the outline consent. EDC officers would have liked to see measures to further reduce carbon emissions against building regulations or support enhanced biodiversity, such as through the inclusion of a green roof. In light of this, the applicant has agreed to investigate the possibility of installing solar panels on the extensive flat roofs at detailed design phase, thereby going above and beyond the minimum requirements of the outline consent.

The applicant has worked closely with the EDC to bring forward a carefully considered scheme, which complies with national and local policy, as well as the objectives of the EDC's Implementation Framework and Strategy Documents. It will contribute to the ongoing development of Eastern Quarry and the Garden City. It is therefore recommended for approval.

**RECOMMENDATION:** Approve subject to imposition of the following planning conditions 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 and Documents

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

*Layout Drawings*

- EAS-BPTW-ZZ-00-DR-A-0114-C04-S3 - Site Layout - Ground Floor Levels
- EAS-BPTW-ZZ-00-DR-A-1104-C04-S3 - Site Layout - Ground Floor
- EAS-BPTW-ZZ-00-DR-A-1113-C02-S3 - Site Location Plan
- EAS-BPTW-ZZ-ZZ-DR-A-1109-C04-S3 - Site Layout - Roof
- EAS-BPTW-ZZ-00-DR-A-0104-C04-S3 - Site Layout - Ground Floor
- EAS-BPTW-ZZ-00-DR-A-0113-C01-S3 - Site Location with Plan Expected Masterplan
- EAS-BPTW-ZZ-ZZ-DR-A-0109-C04-S3 - Site Layout - Roof

*Floor Plans/Elevations, Sections and Materials*

- EAS-BPTW-ZZ-00-DR-A-1000-C05-A3 - Blocks A, B & C - Ground Floor Plan
- EAS-BPTW-ZZ-01-DR-A-1001-C04-A3 - Blocks A, B & C - First Floor Plan
- EAS-BPTW-ZZ-02-DR-A-1002-C04-A3 - Blocks A, B & C - Second Floor Plan

- EAS-BPTW-ZZ-03-DR-A-1003-C04-A3 - Blocks A, B & C - Third Floor Plan
- EAS-BPTW-ZZ-04-DR-A-1004-C04-A3 - Blocks A, B & C - Fourth Floor Plan
- EAS-BPTW-ZZ-05-DR-A-1005-C04-A3 - Blocks A, B & C - Roof Plan
- EAS-BPTW-ZZ-ZZ-DR-A-2000-C06-A3 - Blocks A, B & C - Elevations Sheet 1
- EAS-BPTW-ZZ-ZZ-DR-A-2001-C06-A3 - Blocks A, B & C - Elevations Sheet 2
- EAS-BPTW-ZZ-00-DR-A-1006-C06-A3 - Blocks D, E, F and G - Ground Floor Plan
- EAS-BPTW-ZZ-01-DR-A-1007-C04-A3 - Blocks D, E, F and G - First Floor Plan
- EAS-BPTW-ZZ-02-DR-A-1008-C04-A3 - Blocks D, E, F and G - Second Floor Plan
- EAS-BPTW-ZZ-03-DR-A-1009-C04-A3 - Blocks D, E, F and G - Third Floor Plan
- EAS-BPTW-ZZ-04-DR-A-1010-C04-A3 - Blocks D, E, F and G - Roof Plan
- EAS-BPTW-ZZ-ZZ-DR-A-2002-C05-A3 - Blocks D, E, F and G - Elevations Sheet 1
- EAS-BPTW-ZZ-ZZ-DR-A-2003-C03-A3 - Blocks D, E, F and G - Elevations Sheet 2
- EAS-BPTW-ZZ-ZZ-DR-A-2004-C05-A3 - Block A, B & C - Site Sections
- EAS-BPTW-ZZ-ZZ-DR-A-2005-C04-A3 - Blocks D, E F and G - Site Sections
- EAS-BPTW-ZZ-ZZ-DR-A-2200-C06-A3 - Site Sections

*Tenure Plans*

- EAS-BPTW-ZZ-00-DR-A-7100-C06-A3 - Blocks A, B & C - Ground Floor Tenure Plan
- EAS-BPTW-ZZ-01-DR-A-7101-C05-A3 - Blocks A, B & C - First Floor Tenure Plan
- EAS-BPTW-ZZ-02-DR-A-7102-C05-A3 - Blocks A, B & C - Second Floor Tenure Plan
- EAS-BPTW-ZZ-03-DR-A-7103-C05-A3 - Blocks A, B & C - Third Floor Tenure Plan
- EAS-BPTW-ZZ-04-DR-A-7104-C05-A3 - Blocks A, B & C - Fourth Floor Tenure Plan
- EAS-BPTW-ZZ-00-DR-A-7106-C06-A3 - Blocks D, E, F and G - Ground Floor Tenure Plan
- EAS-BPTW-ZZ-01-DR-A-7107-C05-A3 - Blocks D, E, F and G - First Floor Tenure Plan
- EAS-BPTW-ZZ-02-DR-A-7108-C05-A3 - Blocks D, E, F and G - Second Floor Tenure Plan
- EAS-BPTW-ZZ-03-DR-A-7109-C05-A3 - Blocks D, E, F and G - Third Floor Tenure Plan

*Landscape*

- 3209.MA.900, Rev I – Landscape Illustrative Masterplan
- 3209.MA.1000, Rev I – Landscape General Arrangements Plan
- 3209.MA.1001, Rev I – General Arrangements Sheet 1 of 2
- 3209.MA.1002, Rev I – General Arrangements Sheet 2 of 2
- 3209.MA.2000, Rev B – Detailed Plant Schedule
- 3209.MA.2001, Rev B – Detailed planting Plan Sheet 1 of 2
- 3209.MA.2002, Rev B – Detailed planting Plan Sheet 2 of 2
- 3209.MA.3000 – Typical Details Hardworks
- 3209.MA.3001 – Typical Details Softworks
- 3209.MA.3002 – Typical Details Boundary Treatments
- 3209.MA.3003 – Typical Details Surfacing and Edging

#### *Technical*

- EAS-BPTW-ZZ-00-DR-A-5900-C02-S3 - Site Layout - Refuse Strategy
- MBSK21111906-P1- 2.4X43M Visibility Splays from Access
- MBSK211119-02 – P1 – New Footway Link
- MBSK211119-04 – P1 – Medium Cars Passing at Car Park Access Points
- MBSK211119-01 – P1 – New Footway Link
- MBSK211119-03 – P1 – Swept Path Analysis, Refuse Vehicle Turning in Centre of Site
- MBSK211119-05 – P1 - Swept Path Analysis, Medium Car Using Plaza Parking Bays
- Figure 3.2, rev P3 – Swept Path Analysis, Refuse Vehicle Turning at Western End of Site
- EAS-BPTW-ZZ-00-DR-A-5601 – P03 – S3 – Site Layout – EV Charging Strategy
- EAS-BPTW-ZZ-00-DR-A-5600 – P03 – S3 – Site Layout – Parking Strategy
- A/BHALKERDEN.2/LIGHT-02, Rev P1 – Street Lighting Proposals

#### *Reports*

- Sound Insulation Assessment (August 2021, Mayer Brown)
- Energy Statement – Alkerden Parcel 3 (Hodkinson, August 2021)

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

#### Pre-Commencement

3. No development shall take place until a scheme of highways works has been submitted to and approved in writing by the local planning authority. The scheme of highways works should provide a pedestrian footway on the southern side of the access road, linking the central access point between blocks C and D with the pocket park to the north of the site. The dwellings hereby approved shall not be occupied until this footpath has been completed and made available to the public.

Reason: To ensure the layout approved under the permission aligns with the wider highway layout and in the interests of highway safety.

#### Prior to the Installation of Underground Services

4. Notwithstanding the details shown on the approved plans, prior to the installation of underground services, a detailed plan of underground services showing the relationship with trees within the site shall be submitted to and approved in writing by the local planning authority. The submitted details shall demonstrate that no conflicts will arise between underground utilities and tree roots. Where necessary, details of root barriers shall also be provided. There shall be no overall loss of trees when compared with the approved landscaping plans and opportunities for additional tree planting should be considered, within the eastern end of the site, in between the northern footpath and the parking court. The development shall be implemented in accordance with the approved details.

Reason: To ensure a satisfactory landscape quality and appearance within the development and to ensure that underground servicing will not result in conflict with landscaping design, in accordance with adopted Dartford Development Policies Plan Policy DP2.

Prior to Development Above Foundation Level

5. Notwithstanding the details submitted with the application, no development above foundation level shall take place until full 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:
- a. External surfaces of all apartment blocks and associated storage structures including facing bricks and mortar colour, feature bricks/materials, fenestration, cills, external entrance and balcony doors, panel next to communal entrance doors, louvred doors, recessed brickwork, porch canopies (including method of affixing to the building), upper floor window surrounds, and screens at ground floor level. Sample panels shall be provided for on-site inspection for all facing bricks and mortar;
  - b. Hard surfacing materials to be used in the external finishes of all roads, footpaths, courtyards, parking areas, terrace areas for ground floor apartments together with specification of edging and kerbs;
  - c. Balconies and balustrades including finish to underside of balcony platform and ground floor brick surrounds;
  - d. External flues;
  - e. External rainwater goods;
  - f. External lighting (in relation to design/appearance);
  - g. Details of how parking will be demarcated in parking areas and on-street.

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 Dartford Development Policies Plan Policy DP2.

*Informative: Rainwater goods should avoid GRP/PVC products.*

6. Notwithstanding the details submitted with the application, no development above foundation level shall take place until the following landscape details have been submitted to and approved in writing by the local planning authority:
- a. Planting plans and full planting specification for the whole scheme including details of the number of all trees, hedges and shrubs to be planted, together with a planting schedule providing sizes and total quantities of individual species. The number, type and location of trees should reflect that agreed under condition 4. These plans should also show appropriate plant species given likely levels of shade or direct sunlight.
  - b. Final layout and spacing of trees in relation to street lighting;
  - c. Details of tree planting within hard landscaped areas to include root cell crates;
  - d. Street furniture, including play equipment, bins, cycle stands, benches and any other relevant items. General waste and recycling bins should be provided within the plaza and pocket park.
  - e. Details of boundaries including materials and images of timber fencing, and materials for metal railings. Knee railing should be extended through the pocket park to meet the access path to the west.
  - f. Landscape management plan

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

Reason: To ensure a satisfactory appearance to the development and ensure there are no conflicts between services and street furniture that would result in conflict with landscaping design in accordance with adopted Dartford Development Policies Plan Policy DP2.

*Informative: Galvanised steel finishes not acceptable for cycle stands. A wayfinding totem in the plaza would be welcomed, in line with the EDC's wayfinding strategy. The plans should also show additional structural hedging to the perimeter of the two parking bays in the plaza and there should be an increase in the average stock size of planting to between 5l and 10l. The applicant is also reminded that condition 65 of the outline permission requires that landscaping schemes approved as reserved matters applications 'shall be implemented during the first planting season following completion of the relevant area of the development and shall thereafter be maintained for a period of five years. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced within the next planting season.'*

7. Notwithstanding the details submitted with the application, no development above foundation level shall take place until a proposal for ecological enhancements within the site has been submitted to and approved in writing by the Local Planning Authority. The proposal shall include detail of bird boxes and bat bricks and boxes to be incorporated across the site and within the buildings. The development shall be implemented in accordance with the approved details and any enhancements maintained thereafter.

Reason: In the interests of biodiversity, nature conservation and enhancement, in accordance with Dartford Development Policies Plan Policy DP25.

8. Notwithstanding the details submitted with the application, no development above foundation level shall take place until details of a full lighting scheme demonstrating compliance with relevant standards has been submitted to and approved in writing by the local planning authority. Details of lighting to the undercroft parking areas shall be included within this submission. The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: To ensure a satisfactory appearance to the development and ensure there are no conflicts between services and street furniture that would result in conflict in accordance with adopted Dartford Development Policies Plan Policies DP2.

9. Notwithstanding the details submitted with the application, prior to development above foundation level, a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include detail of arrangements for the allocation of parking spaces to specific dwellings, general permit parking, visitor parking and disabled parking. Detail shall be provided as to how it shall be made clear to residents of one-bedroom flats that they may not be able to obtain a parking permit, before they move in. If the parking spaces on-street are to be offered for adoption by the county highways authority, details of the necessary Traffic Regulation Order will be provided. The submission shall also include details of the management and maintenance of the car club and the electric vehicle charging points. The Parking Management Plan will be implemented in full prior to the occupation of the first dwelling.

Reason: In the interests of good design and sustainable travel, in accordance with adopted Dartford Development Policies Plan Policies DP2, DP4, and the Ebbsfleet Sustainable Travel Strategy.

10. No development above foundation level shall take place until full details of measures to achieve the target water usage of 105 litres per person per day, in accordance with the Water Conservation Plan (secured under condition 24 of the outline consent), 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 the interests of sustainability in accordance with policy DP11 of the Dartford Development Policies Plan.

11. Notwithstanding the details submitted with the application, no development above foundation level shall take place until the applicant has submitted a feasibility study to the local planning authority. The feasibility study shall consider the use of the roofs for Photo-voltaic (PV) panels. Where it is considered that PV panels are achievable on site, the study shall include detailed designs including locations of the panels, for approval by the local planning authority. The relevant block shall not be occupied until the approved PV panels relevant to each block are in operation.

Reason: In the interests of sustainability in accordance with policy DP11 of the Dartford Development Policies Plan.

#### Prior to First Occupation

12. The relevant dwellings in a residential core hereby approved shall not be occupied until provision has been made for active electric vehicle charging points for that core as set out in approved plan EAS-BPTW-ZZ-00-DR-A-5601 – CO2 – Site Layout – EV Charging Strategy. The charging points shall provide a minimum output rating of 7kW – Mode 3, AC and SMART (enabling Wifi connection) – or equivalent, as agreed. Details of the specifications and connections shall be submitted to and approved in writing by the local planning authority and the development carried out in accordance with the approved details.

Reason: In the interests of good design and sustainable travel, in accordance with adopted Dartford Development Policies Plan Policies DP2, DP4, and the Ebbsfleet Sustainable Travel Strategy.

13. The cycle storage and bin store facilities as shown on the approved plans, shall be constructed, furnished and made available for use prior to the relevant dwelling first being occupied. These cycle and bin storage areas shall thereafter be retained and kept available for use by the residents at all times.

Reason: In order to encourage sustainable travel and to ensure a satisfactory form of development, in accordance with adopted Dartford Development Policies Plan Policies DP2, DP3 and DP4.

14. The dwellings hereby approved shall not be occupied, until the area shown on the submitted layout as vehicle parking, loading and turning space has been provided, surfaced and drained. 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) 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 this reserved parking space.

Reason: To ensure sufficient car parking provision to serve the development, in accordance with Dartford Development Policies Plan Policies DP3 and DP4.

15. Prior to the first occupation of any dwelling, a minimum of 1no. dedicated car club space shall be provided and a car club in this location shall be made available for use by residents. This space (as identified on the approved plans) shall be retained in perpetuity.

Reason: In the interests of good design and sustainable travel, in accordance with adopted Dartford Development Policies Plan Policies DP1, DP4, and Dartford Parking Standards Supplementary Planning Document 2012.

16. The dwellings hereby approved shall not be occupied until the visibility splays as set out in the approved drawings have been provided. The splays shall be kept clear of obstructions over 600mm in height (measured from footway level) and maintained as such at all times.

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

#### Other

17. All dwellings in the development hereby approved, shall be designed and constructed in accordance with Building Regulations Part M4 (2).

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

#### Informatives

##### 1. ADDITIONAL DOCUMENTS

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

- EAS-BPTW-ZZ-XX-SH-A-0706 – CO4- A3 - Plot and Accommodation Schedules
- 3209.MA.RP0001 – Landscape Design Document (16<sup>th</sup> November Update)
- Daylight/Sunlight Assessment (October 2021, EB7)
- Outdoor Lighting Report – Lighting Reality (16/08/2021)
- B18075/SL/502, Rev. P3 – School Link S38 Drainage Sheet 2
- B18075/DF/505, Rev P3 – S104 Drainage Layout Fastrack, Sheet 5
- 210707 – Technical Note, Alkerden Phase 3, Drainage Strategy
- Eastern Quarry Surface Water Drainage, pg. 15 (THDA Ltd., 18/12/2018)
- Eastern Quarry Surface Water Drainage, pg. 19 (THDA Ltd., 18/12/2018)
- Application Form
- Planning Statement (Savills, August 2021)
- BHAlkerdenP3.1 - Highways Technical Note (Mayer Brown, 15/10/2021)
- BHAlkerdenP3.1 - Highways Technical Note (Mayer Brown, 23/08/2021)
- Response to Energy Statement Comments – Alkerden Parcel 3 (Hodkinson, 12/10/2021)
- Alkerden Parcel 3: Affordable Housing Mix (Savills, 30/09/2021)
- Design and Access Statement (BPTW, November 2021)

- 3209.MA.RP001 – Landscape Design Document (Bellway, 16/11/2021)
- Service Routes Plan (hand drawn, overlaid onto plan EAS-BPTW-ZZ-00-FR-A-1000, P02, S3)

## 2. 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 was provided with pre-application advice;
- The applicant 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, following an agreed extension of time.

## 3. REASON FOR IMPOSITION OF PRE-COMMENCEMENT CONDITIONS

Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the Local Planning Authority is satisfied that the requirements of planning conditions 3 (including the timing of compliance) is so fundamental to the development permitted that such details must be submitted prior to works commencing on site.

## 4. 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 also be complied.

## 5. BUILDING REGULATIONS AND OTHER CONSENTS

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

## 6. NAMING AND NUMBERING

Your attention is drawn to the need to contact Dartford Borough Council's Street Naming and Numbering Officer in order to have the new properties formally addressed.

## 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. LANDSCAPING**

The applicant is reminded that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented in accordance with the approved details and in accordance with the timing as set out in condition 64 of outline permission EDC/17/0048.

#### **9. STRATEGIC ACCESS MANAGEMENT AND MONITORING STRATEGY (SAMMS)**

The applicant is reminded that payment of the SAMMS contribution (currently £16.92 per dwelling) must be paid prior to commencement of the development hereby permitted, as required by the S106 Agreement under the outline consent.

### **1.0 SITE CONTEXT AND PROPOSAL**

#### **Background**

- 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.
- 1.2 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.
- 1.3 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.
- 1.4 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, two accesses leading from Southfleet Road to the east and newly constructed road access from Hedge Place Roundabout.
- 1.5 There are large bodies of water within the site comprising a large lake to the west resulting from quarrying activities, which is currently being drained for the development platform, and a man-made lake along the southern boundary in Castle Hill.
- 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.

- 1.7 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. Current residential build numbers are just over 1000 completions, with Cherry Orchard Primary School and the community centre open since 2017. Construction continues towards the southern end of the village to meet the final c.1600 dwelling village capacity.
- 1.8 EQ is now at a pivotal stage as focus moves to the central and western villages known as Ashmere and Alkerden. Construction has commenced on Phase 1 of Ashmere village to the west, including show homes and marketing suite. Planning permission has been granted for the education campus in the centre of Alkerden at the heart of EQ. Works have also commenced on Parcel 7 in Alkerden for a custom build development. Pre-application discussions are underway in respect of several parcels across both villages and live applications are currently under consideration for schemes at Parcel 5a and Alkerden South.
- 1.9 Parcel 3 was the subject of a previous planning application by a different developer (EDC/20/0058). The application for this scheme was withdrawn by the applicant before it was ready to be determined by the Planning Committee.

#### Site Description

- 1.10 The application site is located in a prominent location in the heart of Alkerden village. It borders the Education Campus Site and Parcel 7 to the north, both of which benefit from recent reserved matters planning consent. The site adjoins an area of open space to the east, which separates Castle Hill and Alkerden villages. The site also sits opposite parcel 8, another area designated for higher density housing, which does not have reserved matters approval yet.
- 1.11 Approved earthworks secured as part of the strategic levelling of the wider development site under an advance infrastructure RMA have been undertaken at the site to form the development platform.
- 1.12 The site is a wide, rectangular shaped parcel of vacant land which measures approximately 0.71 ha. There is a slight level change across the site. The levels are greatest to the north and centre of the site, with drops towards the southern end and eastern edges by approximately two metres. The site will front Fastrack, which will provide pedestrian and cycle access. Road access for vehicular traffic will be provided to the north of the site via the access road, to the north, which will also provide access to the Education Campus and Parcel 7.
- 1.13 The site is located in a highly sustainable location adjacent to the Alkerden Market Centre, which is intended 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 community hub consisting of KCC services and other community leisure provision. In addition to the services and facilities of the Market Centre, the site will also benefit from its proximity to the Fastrack route, where frequent bus services will provide direct access to Bluewater, Dartford, Gravesend and Ebbsfleet Central.

#### Proposal

- 1.14 The application seeks approval for all reserved matters (access, appearance, layout, scale and landscaping) pursuant to the extant outline permission for EQ for the

construction of 138 flats together with associated car parking, infrastructure, landscaping and associated works.

- 1.15 The proposed development is for a relatively high-density scheme, achieving 194 dph. It will comprise the following unit mix:

Flat Size	Number of Units	Total (%)
1-bed, 2-person	58	42
2-bed, 3-person	16	12
2-bed, 4-person	64	46
<b>Total</b>	<b>138</b>	<b>100</b>

- 1.16 The proposed units will be formed of two buildings, split into seven linked block forms arranged in linear formation along Fastrack. Blocks A to C form a connected unit to the west of the site and blocks D-G form a connected unit to the east of the site. Each block includes its own stair and lift core, cycle parking area and refuse storage area. Car parking will largely be located within an undercroft parking area. Vehicular access will be provided from the northern spine road, but no new roads are proposed as part of this application. There is a courtyard space in the centre. This will include a car club space and a disabled parking space, access to the undercroft parking areas and an area of landscaping for residents to sit and socialise. In addition, a small area of landscaped open space is to be provided on the northern edge of the site, to include children's play equipment.

- 1.17 A proportion of affordable units are proposed, located in the central blocks of the Site, C and D. The total number of affordable units is 34, which amounts to 25% of the overall phase. An additional 5% contribution to affordable housing will be made by the developer, as obligated by the s.106. Of these affordable units, 80% are to be shared ownership and 20% affordable rent, with the proposed mix as follows:

Flat Size	Number of Units	Total (%)
<b>Shared Ownership</b>		
1-bed, 2-person	6	18
2-bed, 3-person	6	18
2-bed, 4-person	15	44
<b>Total</b>	<b>27</b>	<b>80</b>
<b>Affordable Rent</b>		
1-bed, 2-person	3	9
2-bed, 3-person	1	2
2-bed, 4-person	3	9
<b>Total</b>	<b>7</b>	<b>20</b>

- 1.18 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) Updated area plan
- b) Landscaping
- c) Materials
- d) Street lighting and furniture
- e) Boundary treatment
- f) Surface finishes and hard landscaping

- h) External lighting (not street lighting)
- j) Cycle parking

- 1.19 The schedule of open space as required by part g) of condition 25 lies outside the red line boundary of the application site, being delivered to the east in the form of the central green zone strip which marks the boundary of Castle Hill village. In addition, a major urban park will be delivered a short walk (5-10 mins) from the Site to the west.
- 1.20 A strategy for Public Art has been identified in the AMP (Area Masterplan) for Alkerden including potential locations which lie outside this parcel. Details relating to public art as required by part i) of condition 25 is therefore not relevant to this application. In addition, details relating to part k) television receivers; l) signage and interpretation; and, m) layout of community buildings are also not relevant to this application.
- 1.21 The Application Site abuts a principal highway, in the form of Fastrack. As such, a noise assessment has been submitted as part of the application, as per the requirements of condition 28 of the outline planning permission.
- 1.22 Condition 29 of the outline permission requires the submission of details of any telecommunication masts proposed relating to the area they are located within, so far as possible. Installation of telecoms equipment is to be delivered by the sitewide landowner Henley Camland. None is proposed in this area.

## 2.0 RELEVANT PLANNING HISTORY

### *High Level Permissions*

- |     |                   |  |
|-----|-------------------|--|
| 2.1 | 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 |
| 2.2 | 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   |
| 2.3 | EDC/17/0048       | S73 application for the variation of conditions of DA/12/01451/EQVAR relating to parameter plans and strategies. Approved 28.03.18   |

### *Discharge of Outline Conditions*

- |     |             |   |
|-----|-------------|---|
| 2.4 | EDC/18/0065 | Application for approval of condition 10 attached to outline planning permission reference EDC/17/0048 relating to the Site Wide Master Plan. Approved 19.12.18 |
| 2.5 | 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

- 2.6 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
- 2.7 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
- 2.8 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
- 2.9 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.
- 2.10 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
- 2.11 EDC/20/0070 Application for the discharge of conditions 19 and 20 attached to planning permission reference no. EDC/17/0048 relating to the submission of an Area Masterplan and Area Design Code for the Alkerden Area. Approved 22.11.21

*Other Applications*

- 2.12 EDC/18/0086 Reserved Matters Application pursuant to Conditions 2 and 18 of planning permission reference 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
- 2.13 EDC/19/0004 Housing Implementation Strategy pursuant to S106 attached to outline planning permission EDC/17/0048. Approved 31.05.19.
- 2.14 EDC/20/0058 Reserved matters application pursuant to outline application EDC/17/0048 to consider access, appearance, landscaping, layout and scale for the

erection of 127 dwellings and associated car parking within Parcel 3. Withdrawn 02.10.20.

### **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 3no. notices and publication in a local newspaper for the following reason(s):

- Major Development

3.3 Site Notice expiry date: 23/09/2021

3.4 Press Notice expiry date: 23/09/2021

3.5 No letters of representation have been received.

### **4.0 CONSULTATION RESPONSES**

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

#### **KCC LLFA**

No objections raised.

#### **Kent Police Designing Out Crime Officer (DOCO)**

Advised that security should be provided for motorbikes, mopeds and electric bikes in the form of SBD or solid secure ground/wall anchors. Parking areas should be covered by natural surveillance and added security can be added through use of remote-controlled gates into parking areas.

Cycle and bin stores must be well lit and lockable. SBD or solid secure ground/wall anchors will also help ensure security in cycle storage areas.

All external doorsets and ground floor/potentially vulnerably sited windows should meet UKAS certified standards. Entrance doors must be well lit and designed to provide no hiding place. They should also be fitted with audio/visual door entry systems. Bedroom windows at ground floor level should be provided with a defensive treatment to deflect loitering, through use of knee rails and/or prickly planting.

Mail delivery and storage must be secure and if mail is to be delivered to a lobby, then an additional secure door should be installed between the mail area and the entrances to flats. CCTV is advised for all communal entry points and to cover mail delivery area.

*EDC Officer Comment: These comments have been communicated to the applicant. Many of the points raised will be for consideration by the developer outside of the planning process. Points relevant to planning are discussed as part of the appraisal of the application.*

4.4 Southern Water

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

4.5 Kent Fire & Rescue

Emergency access requirements for the Fire and Rescue Service have been met. Fire Service access and facility provisions must also be to the satisfaction of the Building Control Authority.

4.6 KCC Ecology

No objections raised. Condition recommended requiring further details of ecological enhancements, including bird and bat boxes.

*EDC Officer Comment: These comments are discussed within the appraisal section and condition 7 has been recommended to ensure suitable ecological enhancements are made.*

4.7 DBC

Overall concern that the parking areas are too tightly arranged, with limited room for vehicle movements. There also appeared to be some concern that service doors opened onto parking spaces. The Council has concern that the tight parking arrangements will lead to pressures on its parking enforcement service.

Environmental Health – No objections provided the mitigation stated in the submitted noise assessments if fully implemented.

Housing – concern was initially raised with regards to the affordable housing mix. The initial proposal for affordable rented units consisted entirely of one-bedroom properties and DBC requested the provision of some two-bed affordable rented units.

Waste and Recycling – None received.

*EDC Officer Comment: Details of the design and layout are a matter of consideration for the EDC and are discussed in full under the relevant reserved matters sections below. It should be noted that parking layout has been altered since DBC's comments were provided following discussions with EDC officers. The spaces are now arranged so that they better take into account the space available. It should be noted that vehicle tracking provided shows that cars can comfortably pass each other and KCC Highways have raised no objections with regards to vehicle access. The noise assessment is one of the approved documents under condition 2 and this will ensure that the stated noise mitigation measures are implemented. Following discussions with the applicant, the affordable rented mix was updated to provide four two-bedroom units and three one-bedroom units. Whilst no re-consultation response was received from the Housing Department, this was not considered an issue as the applicant had addressed their initial concerns fully. No comments were received from the Waste and Recycling Manager but KCC Highways have confirmed that vehicle tracking for refuse vehicles works and there were no concerns raised with regards to the proposed waste strategy.*

4.8 Kent Highways

No objections raised. However, a number of issues for the applicant to consider were noted and several conditions were recommended. It was noted that any parking bays on streets intended for adoption by the Highways Authority would require a Traffic

Regulation Order if these were to be subject to controlled parking restrictions. It was further noted that some of the proposed footpath to link two parts of the site falls outside the red line and that the relevant details would need to be updated as part of the Section 38 submission. KCC were satisfied with the submitted vehicle tracking details and proposed visibility splays. They were supportive of the inclusion of a car club within the site. Conditions were suggested to secure parking, turning and loading facilities; visibility splays; the car club and a requirement for a car parking management plan.

*EDC Officer comment: Assessment of matters relating to the S38 and TRO process fall outside the scope of this planning application. However, the applicant has been reminded of their responsibilities in this regard. All highways matters raised are discussed within the appraisal section of this report. Recommended conditions 2, 3, 4, 9, 12, 13, 14, 15 and 16 relate to highways details.*

#### Other Organisations

- 4.9 The following organisations and individuals were consulted on the application but provided no comments: -

Cllrs Sacha Gosine, Romana Gosine and Danny Nicklen  
Thames Water

## **5.0 PLANNING POLICY**

### 5.1 National Policy & Guidance

National Planning Policy Framework July 2021 (NPPF)  
Planning Practice Guidance (PPG)  
National Design Guide  
Building for a Healthy Life 2020

### 5.2 Development Plan

#### 5.2.1 Dartford Borough Council – Core Strategy (2011):

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

#### 5.2.2 Dartford Development Policies Plan (DDPP) (Adopted July 2017):

DP1	-	Sustainable Development
DP2	-	Good Design
DP3	-	Transport Impacts
DP4	-	Transport Access and Design
DP5	-	Environmental and Amenity Protection

- DP8 - Residential Space and Design in New Development
- DP9 - Local Housing Needs
- DP11 - Sustainable Technology and Construction
- DP25 - Nature Conservation and Enhancement

### 5.3 Emerging Policy

#### 5.3.1 Dartford Pre-Submission (Publication) Local Plan 2021

Given the early stage of this plan prior to adoption, it is afforded only limited weight in the determination of this application.

- S1 - Borough Spatial Strategy
- S2 - Infrastructure Planning Strategy
- S3 - Climate Change Strategy
- S4 - Borough Development Levels
- E1 - Ebbsfleet Garden City Strategy
- E2 - Ebbsfleet Garden City Development Principles
- E5 - Alkerden and Ashmere Location
- M1 - Good Design in Dartford
- M2 - Environmental and Amenity Protection
- M3 - Sustainable Technology, Construction and Performance
- M4 - Flood Risk and Riverside Design
- M7 - Affordable Housing
- M8 - Housing Mix
- M10 - Residential Amenity Space
- M15 - Biodiversity and Landscape
- M17 - Active Travel, Access and Parking

### 5.4 Other Guidance

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

## 6.0 **PLANNING APPRAISAL**

- 6.1 The main 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), housing standards including amenity, affordable housing delivery, parking/highway matters and sustainability. 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 (Area Masterplan) and combined ADC (Area Design Code).

### Principle of Development

- 6.2 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 identifies that planning decisions should apply a presumption in favour of sustainable development and paragraph 73 endorses the provision of new homes that follow the principles of Garden Cities as an identification of quality. Policy CS10 of the Core Strategy supports housing provision in Ebbsfleet, in accordance with policies CS4 and CS5 which set out

specific parameters for the creation of a chain of distinctive and individual but linked communities. Policy DP7 of the DDPP supports housing development which provides for an appropriate range of housing stock and provision of a satisfactory quality of residential development. Policy E5 of the Pre-Submission Local Plan sets out that Alkerden will form a sustainable, active and well-integrated community. Proposals should deliver mixed residential neighbourhoods supported by a range of local facilities, a fully connected pedestrian/cycle network and high quality local green space. Development across Ashmere and Alkerden is expected to deliver 4,700 dwellings or more. 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.

- 6.3 Outline planning permission has been granted for the whole of Eastern Quarry and its provision approved through the suite of documents that have all been granted pursuant to the outline permission and which form a comprehensive strategy and set of objectives for the delivery of housing in this location. An Area Masterplan (AMP) and Area Design Code (ADC) for Alkerden have been approved pursuant to the outline consent. Reserved matters applications should generally accord with the relevant AMP/ADC.
- 6.4 The AMP/ADC for Alkerden identifies the site for 'high density' (60 dph+) residential development, thereby establishing the principle of development. Parcel 3 falls within the 'Market Centre' character area, as defined by the AMP. It should contribute to development providing in the region of 600-700 dwellings overall, as well as the Education Campus and Market Centre commercial hub. Consideration must be given to the upper limit for housing granted under the outline consent. The 138 dwellings proposed, falls within the development parameters for this character area.
- 6.5 As informed by the obligations under the outline consent, the AMP/ADC commits to an even dispersal of affordable housing across Alkerden, with each phase to include a 25% provision. This application for residential development for 138 units, including 34 affordable units (25%) complies with the broad development strategy as established under the AMP/ADC. Affordable housing will be discussed in more detail under the section on housing mix.
- 6.6 The proposed development should accord with the established vision, reflecting the detail set out in the aforementioned approved outline documents and Ebbsfleet Design Guidance. 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, as examined below.

#### Reserved Matters: Access and Layout

- 6.7 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.
- 6.8 The NPPF encourages sustainable travel and supports opportunities to promote walking, cycling and public transport use (paragraph 104) together with the provision of safe and secure layouts which minimise conflicts between traffic and cyclists or

pedestrians and avoiding street clutter (paragraph 112). The provision of a successful layout is intrinsic to good design which is at the heart of the NPPF core planning principles (paragraph 130).

- 6.9 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. Policies DP2 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. Emerging policy M1 of the Pre-Submission Local Plan requires high quality design which facilitates a sense of place with social interaction, good permeability which integrates public space and reduces the fear of, and opportunities for, crime while emerging policy M17 seeks to ensure developments are of a design and layout to promote walking, cycling and public transport use through provision of attractive and safe routes.
- 6.10 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.
- 6.11 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 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. Further detail on the movement network has been set out in the AMP which establishes appropriate street typologies, including dimensions and opportunities for planting, according to their location and character of the site. The location of streets where direct access would be permissible are identified, together with typical design layouts. The AMP further sets out that development in the Market Centre character area should provide a connected welcoming heart with space to enjoy, dwell and move through. There should be a strong positive relationship between the built form and public realm to enhance attractiveness and vibrancy. Blocks should be broadly characterised by edges and centralised car parking areas within the core of the block, not visible from the public realm.
- 6.12 The site is tightly constrained by its size and shape. It fronts the Fastrack route, which is currently the subject of a separate planning application. It sits immediately to the south of the access road, which forms part of the recent Education Campus consent. The shape of the site has significantly influenced the proposed layout. Likewise, access and layout have been largely determined by the location of the consented access road and the fixed location of Fastrack through the heart of Alkerden. The site is laid out in two large east-west orientated blocks, sub-divided into blocks A-G, each with its own core, cycle and refuse store. The vast majority of parking is provided in an undercroft area, leaving space for a small 'plaza' space between blocks A-C and D-G, as well as a landscaped open space to the north of the site.
- 6.13 Vehicular access to the application site is provided via the access road along its northern boundary. This is a tertiary street, designed for low traffic volumes and it will not function as a through road. This road will also serve as the main route to the

Education Campus in its first year of opening, after which time it will become a secondary access point for staff only. It will also be used by refuse lorries and service vehicles to the Education Campus, as well as providing access to parcel 3. In accordance with the AMP and to prioritise the public transport corridor, there will be no vehicular crossing over Fastrack in this location. Cars and service vehicles will enter the site from the access road via a central 'plaza' space between the eastern and western blocks. Service and refuse vehicles will use the plaza to stop and turn around.

- 6.14 There are no streets intended for adoption by KCC within parcel 3. The internal routes are for access only, with the surrounding streets the subject of existing consents. Swept path analysis drawings for refuse and fire vehicles around the access points to the site have been provided by the applicant and examined by KCC Highways. These are considered acceptable. Details of visibility splays have also been submitted, examined and considered acceptable. Condition 16 is recommended to ensure that the visibility splays are maintained.
- 6.15 Access for refuse vehicles has been considered and a strategy submitted with the application. Refuse storage is provided in separate communal areas for each block. On bin collection days, refuse from the eastern blocks will be placed in a temporary storage unit on the edge of the plaza, to make for easy collection without refuse collectors having to enter the undercroft parking area. Refuse from the western blocks will be collected on the access road, with bins put out using a rear door to the refuse storage areas in these blocks. Whilst no consultation response was provided from DBC's Waste and Recycling Manager, the refuse strategy has been well thought out and is considered acceptable.
- 6.16 Cars will access undercroft parking areas from the plaza area. The utilisation of an undercroft parking solution means that cars are largely hidden from public view and will not be visible from Fastrack. It should be noted that the AMP suggests a podium parking solution. This would have been preferable to the undercroft solution, as it would have provided additional space for landscaping and completely screened cars from view. However, a proposal for undercroft parking is very much preferable to an at-grade parking court. Furthermore, only a limited extent of undercroft parking has been found to be viable in EQ to date and so the provision of undercroft parking is considered a significant step forward. It meets the requirement of the AMP for parking to be located away from the public realm and not within sight of Fastrack. It is therefore strongly supported.
- 6.17 Some visitor and resident permit car parking will also be located along the access road. However, this has been kept to a minimum to reduce opportunities for use of the space as a drop off area for the Education Campus and to ensure that the road is landscaped attractively. Parking matters are further discussed in this appraisal under the section on Parking and Highways.
- 6.18 The DOCO suggested that access to the parking area be controlled with locked gates, controllable with a fob/code. It was not considered that gating the parking area would be appropriate, as this would obstruct car park users and it is not considered desirable to see the proliferation of gated communities in the Garden City. However, the applicants have been provided with the DOCO's response, for consideration of other points raised to be considered at detailed design stage. EDC Officers also raised some additional concerns with regards to the layout of the undercroft parking area. This was a little tightly arranged, with insufficient space for the proposed parking bays. The layout has since been revised following a detailed review. This has resulted in a better layout and distribution of parking bays. Furthermore, the surrounding streets have been designed with reduced widths and particular landscaping forms to prevent

unplanned parking, in accordance with the AMP. A covered parking area accords with the requirements of the AMP and the parking strategy has been carefully considered. This is considered further within this report under the section on parking and highways. In layout and access terms, however, the proposed parking solution is supported.

- 6.19 The primary pedestrian and cycle access to the site will be from the Fastrack route. This route will serve only pedestrians, cyclists and bus users. Private motorised traffic will be prohibited. Residents of ground floor units will be able to access their flats directly via private patios straight onto the Fastrack route, thereby helping to activate the space along Fastrack. Meanwhile, all other users will enter from Fastrack via convenient communal entranceways. Cyclists will be able to enter via these doors to access cycle parking areas or these can also be accessed directly from the undercroft parking areas via the central plaza space. Secondary pedestrian access into the main cores will also be available from within the undercroft parking area. A Fastrack bus stop will be provided directly outside the site and will provide frequent services through EQ to Bluewater, Ebbsfleet International, Dartford and Gravesend.
- 6.20 The proposed layout provides a symbol of intent regarding the promotion of sustainable travel, with access to public transport and walking/cycle routes to the front of the building and vehicular access provided at the rear of the site, away from the main entranceways. This is strongly supported.
- 6.21 Additionally, pedestrians will also be able to access the site directly from the access road to the north. This access road is the subject of an existing consent (EDC/20/0002). However, the existing consent only makes provision for a footpath on the northern side of the street. Therefore, a new pavement is to be constructed along the southern side of this street, which will link the plaza to the area of pocket park within the northern edge of the site. This footpath will then run through the pocket park and behind the parking spaces along the access road, thereby ensuring that residents are provided with safe access to and from these. From the parking spaces, the footpath will also provide direct access into the adjacent public open space (Central Green Zone), to the east of the site. The footway will be 1.2m wide, which KCC Highways consider this acceptable on the basis that it will be used by relatively few people, and the main footway will be on the northern side of the street.
- 6.22 It should be noted that the short section of this proposed footway between the plaza and the pocket park within the north of the site falls outside the red line of this application. The construction of this footpath is essential to ensure the safety of pedestrians accessing the pocket park and car parking area along the access road. Therefore, an application for a scheme of highway improvements is required to slightly alter the existing road consent and ensure the footway can be provided. On this basis, recommended condition 3 states that construction should not commence until a planning application for the relevant highways works has been approved. This condition also sets out that the footway must be complete and made available for public use prior to first occupation. As this condition would be pre-commencement, it has been agreed with the applicant. Subject to these requirements, it is considered that matters of access and layout have been well considered within a constrained development parcel. The proposed approach is strongly supported.

#### Accessibility -

- 6.23 Development should contribute to the accommodation requirements of residents with restricted mobility, or as they age. Condition 30 of the outline planning permission states that, unless otherwise agreed in writing, 25% of all dwellings on the site shall meet the Building Regulations M4(2), 'accessible, adaptable dwellings' requirements.

Policy DP8 of the DDPP states that accessible/adaptable accommodation should be maximised on each site and 'proposals to construct new dwellings that do not include any Category M4(2) units for accessible and adaptable dwellings - or Category M4(3) units for wheelchair adaptable dwellings - within each housing tenure should provide a robust justification, otherwise permission will not normally be granted'. Emerging policy M8 of the Pre-Submission Local Plan seeks to tighten requirements, setting out all new build dwellings should meet the requirement M4(2) with 'a limited proportion' of dwellings to meet M4(3) sought on sites of 100 or more dwellings. Only where it can be robustly demonstrated why it is not possible to contribute to these requirements will applicable developments be exempted.

- 6.24 The proposed development includes a 100% provision of M4(2) dwellings across all tenures. This significantly exceeds the baseline requirement of the outline consent and is strongly supported. In line with existing and emerging policy, the possibility of providing M4(3) units was queried. However, the applicant set out that this would result in difficulties with the layout of the units, as the floor plans would need to change at every level of the building. There would also be difficulties fitting in the necessary levels of disabled parking to meet M4(3) standards on what is a highly constrained site. Given the 100% provision of M4(2) units, which far exceeds the requirements of the outline consent, the proposed level of accessible housing is supported.

#### Reserved Matters: Appearance and Scale

- 6.25 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. Emerging policy M1 of the Pre-Submission Local Plan and policy DP2 of the DDPP require development to respond to positive aspects of the locality and be shown to be suitable in terms of height, mass, form, scale relative to neighbouring buildings and the wider locality. They also state that materials must support a sense of place and be relative to the local character.
- 6.26 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 126). 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 130) and states that planning permission should be refused for development of poor design (paragraph 134).
- 6.27 The AMP identifies design parameters for this site as being high density development of at least three storeys. The site sits within the Market Centre character area, which should feature high-quality buildings characterised by taller building forms. Architecturally, ground floors should form a plinth to the overall building form and should be open and welcoming with obvious entrances to allow for positive interaction with the public realm. Upper floors should include elevational details that break up the overall mass to provide visual interest including balconies (projected or cut out), varied roof forms and roof gardens. Each group of buildings should provide an individual architectural style, to provide a varied architectural style across the character area. Buildings should typically be bulkier than elsewhere in Alkerden, to emphasise the hierarchical importance of the Market Centre. They should feature clean lines and an

identifiable rhythm of window/balcony/entrance positions. Elevations should be further broken up by interesting details (e.g. recessed windows, projecting balconies and contrasting brick detailing) in accordance with the chosen design narrative.

- 6.28 In addition to Parcel 3's location within the Market Centre character area, the AMP sets out that the eastern edge should be signified by a 'gateway building' and the western edge should be denoted as a 'key Fastrack corner'. These buildings should be distinctive but should not attempt to compete architecturally with more important buildings in the hierarchy for Alkerden, such as the Education Campus or around Whitecliffe Square. Primarily, the corner buildings should ensure strong building frontages on both sides of the corner. They should also follow the common design requirements for Fastrack.
- 6.29 The architectural narrative for the site is taken from a local vernacular analysis of local Georgian architecture, primarily in Gravesend. Harmer Street and Blakely Crescent were examined, with the High Street and Gravesend clock tower also considered. The applicant has sought to create a modern narrative, which draws on key principles from the late Georgian architecture in the area. Through use of the Georgian narrative for the site, the applicant has also responded well to the requirements of the AMP. These features are described in detail subsequently.
- 6.30 The flat blocks vary from three to five storeys, with a general increase in height towards the Education Campus and the heart of the Market Centre. Building heights step up and down at various intervals, to help break up the overall massing and provide a more human scale to the development. Most of the construction of the eastern blocks will be four storeys, whilst the western blocks will be five storeys. Both sides of the development are broken up with smaller intermediate blocks of three storeys. This is a positive response to the AMP requirements for higher density development of greater scale in this location, in a way which doesn't create a development of excess bulk.
- 6.31 The material palette is intended to reflect the historic Kent vernacular, the surrounding chalk cliffs and some of the adjacent developments. At either end of the site, Blocks A and G are faced in a dark grey brick. The change in colouring against the rest of the development helps distinguish the blocks as key marker buildings which 'bookend' the development. This is part of the design solution for the 'gateway building' and 'key Fastrack corner' AMP requirements. The remaining four and five storey sections of the proposed development are faced in red brick, whilst the three storey sections are faced in a light grey brick. The light grey brick used on the shorter sections is the same as that used throughout the development at ground floor level, to form a unifying 'plinth' beneath more varied upper storey elevations. The creation of a ground floor plinth is a requirement of the AMP and also reflects a common feature of local Georgian design, whereby stone is used at ground floor level to form a plinth beneath upper storey brick facades. The light grey and red colouring will provide an attractive contrast to much of the Fastrack route through Castle Hill, where buff bricks dominate the street scene, thereby helping to demarcate the transition into Alkerden. The rotation between different coloured bricks at regular intervals helps provide a consistent rhythm along Fastrack, with the dark grey end blocks to clearly bookend the start and end of the development.
- 6.32 The variation in brick colour is supported by horizontal banding across the widths of the buildings, as a response to banding on many Georgian buildings. It also helps to add the additional visual interest sought by the AMP. The banding is most prominent on the light grey brick sections of the development, where it will be dark grey to provide a contrast and visual interest. The same banding will be used across the ground floor

plinth and within the upper storeys of the light grey blocks, thereby providing communality throughout the development but also contrast with the red and dark grey blocks. This variation is important on what is a very long frontage. A white single soldier course runs along the roof line across both the red brick and dark grey blocks, providing a contrasting finish to the predominant brick on each building. These details will provide features of interest to the buildings, which is particularly important given the length of the parcel and the blocks within it.

- 6.33 Particular attention has been paid to fenestration. The majority of windows in Blocks A-C are surrounded by brick soldier course and stacked bond details. On the upper storey, these are in a light grey to contrast the dominant dark grey or red bricks on the rest of the building. The windows on blocks D-G are detailed differently, with a dark grey soldier course atop most windows from first floor upwards. Across the site, two window typologies predominate; the first being a double pane window with lower light, the second being a single pane window with lower light. The windows are laid out in a regular fashion, providing symmetry to the buildings.
- 6.34 Under the initial design, it was felt that the entranceways were not emphasized strongly enough given the scale of the buildings. As such, they were enlarged, and the fenestration re-arranged to emphasise each entranceway as a centralised focal point. Metal canopies and panels next to the door will also be provided, the design of which is recommended to be the partial subject of condition 4. The entrance sections of the buildings are now more clearly articulated. This is further emphasised by a slightly elevated plinth, extending to the first floor and a recessed frontage extending the entire height of these parts of the buildings. This revised design provides entrances which are more appropriate given the scale of the proposed development.
- 6.35 There has been much dialogue between the applicant and the EDC on balcony design throughout the course of the application. A 'bolt-on', freestanding style balcony structure is proposed. EDC officers would have preferred the use of cantilevered balconies. However, this was not something the applicant was prepared to amend. Within the context of other changes being made to the scheme and the overall planning balance, it was accepted that some compromise would have to be made. Therefore, the EDC and the applicant were able to agree a bespoke design for some balconies to mitigate use of the bolt-on structure. A number of balconies within the proposed development continue to consist of standard bolt-on structures with simple black railings. However, the blocks at the ends of each section (A, C, D and G) will have alternative detailing. At ground floor level, the balcony structure will be enclosed by brick walls, with a brick canopy, in reference to a similar Georgian design on nearby Berkley Crescent. The balconies themselves will feature a bespoke laser cut design, which will be based on a pattern from locally significant monuments, to be agreed at detailed design stage. Collectively, these features provide additional character and distinctiveness to the scheme. They also go some way to mitigate the use of the bolt on balcony structure, turning it into a locally relevant feature. Detailed balcony design is recommended for inclusion within condition 4, covering architectural detailing and materials.
- 6.36 The elevations along the northern façade and the side elevations of the proposed development reflect the materiality and palette of the Fastrack elevations. The northern side of the proposed development is formed of a series of rear projecting blocks in pavilion forms. The same bolt-on balcony structure is deployed to the rear, as are the window surrounds and banding details present on the Fastrack side of the development. Whilst the primary elevation is that fronting Fastrack, it is pleasing to see the same attention to detail paid to the rear elevations.

- 6.37 With regards to the 'key corner' and 'gateway' buildings, alternative brick colouring and feature balconies at both ends of the site help to 'bookend' the development, whilst the fenestration ensures that the buildings front both sides of the corner. The AMP is clear that the end buildings should not compete architecturally with more significant 'landmark' buildings, such as the Education Campus buildings on Fastrack. However, it is felt that more could have been done to really accentuate these corners as something significant. Overall, it is acknowledged that more could have been done to highlight the ends of the site as key corners but that the proposals are broadly sufficient in meeting the requirements of the AMP, given that they are not supposed to function as landmark architectural pieces.
- 6.38 Given that the entire development will be brick faced, with little in the way of alternate materials or significantly projecting or recessed elements to add more variety, the quality of the bricks utilised will be of the utmost importance. Poor quality brick choices would result in a scheme with a very poor finished appearance, and this would be particularly disappointing for a site in such a prominent location. High-quality materials are required to match the prime location of the proposed development. Likewise, it will be important to properly assess detailed designs of features such as balcony balustrading and soffits, as well as brick detailing. Recommended condition 4 therefore requires full detail of external materials and architectural detailing, to ensure certainty on the quality of the finished scheme.
- 6.39 Subject to these conditions, it is considered that the proposed development is for a high-quality scheme, which is visually appealing and characterful. The scale is suitably great to match the width of Fastrack and provide the requisite level of enclosure onto this key throughfare, within the central part of Alkerden. Meanwhile, the stepped form of the buildings helps to break up the mass, so as to ensure a human scale to the buildings. Locally specific features, such as the use of a ground floor plinth, brick banding, varied window surrounds and a bespoke balcony design are particularly welcomed. It is felt that the applicant could have gone further to address the requirement for key corners at either end of the site. Overall, however, the scheme is of a very high-quality and is considered acceptable with regards to matters of scale and appearance.

#### Reserved Matter: Landscaping

- 6.40 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.
- 6.41 The NPPF states that planning decisions should aim to ensure developments are visually attractive as a result of appropriate and effective landscaping (paragraph 130), 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. Emerging policy M15 of the pre-submission Dartford Local Plan expects major developments to deliver a landscaping scheme that is visually attractive, enhances biodiversity, uses native

species incorporates sustainable drainage measures, and is resilient to climate change.

- 6.42 The AMP sets out extensive detailing for the designs of open spaces and planting within the public realm. This is further supported by the EDC's Public Realm Strategy. Guiding principles are established to ensure a high-quality approach to landscaping is embedded within developments having consideration to health and wellbeing. A tree strategy has been developed identifying different species to develop a narrative for different areas of the village, including details on preferred tree sizes. The Market Centre will contain trees that are formal in habit with clear stems. These will consist of well-designed avenue trees and specimens that will grow to have large canopies able to give a suitable presence against the larger buildings.
- 6.43 Within the Market Centre character area, the AMP sets out that sufficient space should be made between buildings to allow public realm opportunities to occur to ensure vibrancy and a place that is for pedestrians to enjoy. It further sets out that private podium gardens should be used to cover over parking areas and allow the green of the Major Urban Park to filter into the blocks. Hard surfaced frontage plazas should be provided, incorporating trees, planters and areas of seating. Public spaces in this area should also incorporate street furniture of materials typical of urban environments.
- 6.44 Parcel 3 is a site tightly constrained by its shape and size, particularly given the ambition for high density housing in this location. This has implications on the amount of space available for landscaping and greening. In this instance, the applicant has proposed an undercroft parking solution, which is largely open air. Parking will be located to the rear of the buildings and out of sight from Fastrack, as per the requirements of the AMP. However, a full podium parking solution is not proposed. This would have provided opportunity for additional greening of the site and additional outdoor amenity space for residents. Nonetheless, an undercroft solution is preferable to a fully at-grade parking court, being more space efficient and leaving space for landscaping around the edges and centre of the site.
- 6.45 Within the Market Centre Character Area, the AMP sets out that upper floors should include elevational details that break up the overall mass to provide visual interest, including varied roof forms and roof gardens. Neither a green roof nor roof terrace is proposed. Within this constrained site, a roof garden would have been beneficial to residents and would have been welcomed. Equally, a green roof would have provided significant sustainability and biodiversity benefits. One other possible use of the flat roof is for solar panels, as a way of producing on-site renewable energy. This is something which the applicant has agreed to consider in place of a green roof or roof terrace, and this is discussed within the section on sustainability. Whilst greening of the roof is set out as desirable in the AMP, applicants are only required to 'generally accord' with this document and there is some scope for variation. Within the context of an otherwise high-quality landscaping proposal and the potential to additional carbon reduction measures, this is considered to be acceptable.
- 6.46 The applicant has proposed a small landscaped communal open space to the north of the site. This will include an area of open turf, wildflower planting, trees and a range of play equipment for children. It should provide a flexible space to be used by all residents of the site. The wildflower meadow will provide defensible space for ground floor residents, whilst also providing biodiversity benefits. This small park is linked by a proposed footpath to the, much larger, Central Green Zone, which sits outside the red line of parcel 3. This is a large area of open space between Alkerden and Castle

Hill, which will also support opportunities for recreation within an attractive area of landscaped open space.

- 6.47 Around the remaining edges of the site, a mixture of ornamental, wildflower, hedge and tree planting is proposed. This ensures maximum greening around the edges of the site, which will help to soften the elevations. The line of trees along the northern edge also helps to provide a sense of enclosure. This is welcomed. Ground floor patios are provided with a sense of defensible space, through the provision of robust evergreen hedge planting. This will be a significant benefit to residents on what is likely to be a busy pedestrian thoroughfare.
- 6.48 A key component of the AMP for the Market Centre Character Area is that there should be sufficient space between buildings to allow public realm opportunities to occur and ensure accessible space for pedestrians to enjoy. Whilst also serving as the main vehicular access to the site, the space between the eastern and western blocks will therefore function as a pedestrian focussed, landscape-led plaza. Cars will enter and exit the site here and there will also be two car parking spaces; one will be a shared car club bay and the other will be a disabled parking space. It was felt appropriate that these should occupy prominent locations in the centre of the site, so as to be accessible to the highest number of residents. Aside from these spaces, the remainder of the plaza is given over to landscaping. This is primarily focussed to the south of the area, where it will benefit from the most sunlight and linkages onto the landscaped areas of Fastrack. The plaza includes multiple places to sit, with benches angled to encourage social interaction between residents. These seated areas will be set amongst trees and ornamental shrub planting, with some located within the shade of trees, whilst others will be exposed to full sun. This will provide residents with options on where to sit depending on their preferences and the weather. The plaza will benefit from high quality hard surfacing, arranged in banded sections, which avoid denoting any particular priority to motorised traffic over pedestrians using the space.
- 6.49 More broadly, the hard landscaping throughout the site will be of a high quality. A mixture of block paving varieties is proposed for the majority of the site to serve formal spaces, such as the plaza. Within the park, to the north of the site, and along the northern footpath, a permeable self-binding gravel is proposed. This will provide a more natural feel to these spaces and reduce the extent of surface water run-off, whilst still providing a sufficiently robust surface for high footfall.
- 6.50 Three main boundary treatments are proposed, typical details of which have been provided as part of the application. Front patios will be demarcated by 1.1m high metal railings with gates to match. These are suitably formal for the Fastrack frontage and will match with balcony railings on the upper storeys. The pocket park will be bounded by 500mm high timber post and rail fencing, which is considered more suitable for this informal open space. Within the plaza, there will be a 1.8m high timber screen to hide the temporary refuse store. Colours of the railings and timber screen are provided. However, condition 5 is recommended to include details of boundary treatments, as it will be important to consider these alongside other materials finishes, for which detail has not yet been provided. Further, the condition includes provision that the proposed knee railing be extended through the northern open space, to meet the access path in the west. This will provide further enclosure and enhance safety for children playing in proximity to the access road.
- 6.51 Planting plans have been provided as part of the application. It was useful to have this information at reserved matters stage and the details are largely supported. However, a few amendments are required as some species are not considered suitable in their

proposed locations, given anticipated levels of shading. Therefore, detailed planting specifications are to be re-provided as part of condition 5. The condition includes details of some other issues which the applicant should seek to rectify when plans are submitted. For example, some additional structural hedging is recommended in the plaza and the stock size of planting should be increased to match the scale of the proposed development. In addition to the requirement for detailed planting information, this condition will also require details of a landscape management plan, to ensure the landscaping within the site is effectively managed.

- 6.52 The applicant provided a plan to show underground service routes through the site. This suggests that there are some conflicts between these and the proposed trees. Condition 3 is therefore recommended, requiring a revised service plan plotted with proposed tree locations shown in relation to all underground services. This will show that any conflicts have been resolved. The potential for the addition of some more trees has been identified to the eastern side of the site and the condition also includes a requirement for the applicant to consider increasing the number of trees here.
- 6.53 Details of some street furniture has been provided, including visitor cycle stands and timber benches. However, full specifications are required. These details are to be considered as part of condition 5. This condition shall also require details of the location and specification of additional street furniture, such as general waste and recycling bins. The applicant should place these in the plaza and northern area of open space. The provision of a wayfinding totem in the plaza has also been suggested for inclusion within an informative to condition 5, in order to address some key aspects of Ebbsfleet's Wayfinding Strategy.
- 6.54 Overall, it is considered that the proposed landscaping strategy makes good use of a tightly constrained site, providing an attractive plaza space and a small area of landscaped green space for residents and members of the wider public to enjoy. Planting is effectively deployed to provide ground floor residents with defensible space, whilst trees surround the site to ensure optimal greening. Minor issues with specific species in some locations can be easily resolved at condition stage. Some form of green roof or roof terrace would have been preferable, as would the incorporation of podium parking above the undercroft. However, this should not detract from what is considered to be a high-quality landscaping scheme, supported by a parking strategy which ensures a reasonably high quantum of space for landscaping compared with an at-grade parking solution. The landscaping proposals are therefore supported, and the proposed development is considered acceptable in this regard.

### Building for a Healthy Life

- 6.55 A Building for a Healthy Life (BFHL) assessment of the scheme has been undertaken by EDC officers. BFHL is a design tool to measure and assess good design for new homes that is supported by the housebuilding and architectural industries as well as Government and Local Authorities.
- 6.56 The development is considered to perform excellently against the 12 BFHL questions, achieving almost full compliance, with 11 greens and 1 amber. The amber scoring question relates to Green and Blue Infrastructure. The scheme has extensive site coverage, leaving little land for landscape amenity. The use of green roofs or a landscaped podium above car parking would have provided significantly greater opportunity to promote biodiversity improvements, as well as rainwater capture. Such features would have helped the applicant score 12 greens. Nonetheless, the provision of a small plaza and area of green open space with play equipment are welcome

additions to the scheme, as is the generally high-quality landscaping overall. Likewise, the inclusion of bat and bird boxes is a positive measure to enhance the available habitats within the site. It should further be noted that the applicant has agreed to consider the possibility of solar panels on the roof, which would ensure that the roof is given some form of additional purpose. This is discussed within the section on sustainability.

- 6.57 Overall, therefore, it is pleasing to see that the scheme performs very well on the BFHL assessment. There are agreed strategies on drainage and a biodiversity action plan in place for EQ, which were secured under the outline consent. The proposals comply with these documents. Therefore, the result of the BHFL assessment is acceptable.

### Housing Mix

- 6.58 Policy CS18 of the Core Strategy seeks to provide an appropriate spread of housing mix across developments, particularly in relation to houses and flats. The policy seeks to achieve an approximate ratio of houses to flats at 70:30. The policy does identify a higher proportion of flats may be acceptable in the Ebbsfleet Valley Strategic Site. Policy CS18 also sets out that development comprising 100 homes or more should provide approximately 70% of the new development as family houses of two bedrooms or more. Ebbsfleet Valley is excepted from this policy and it is set out that a higher proportion of flats may be acceptable. Policy E5 of the Pre-Submission Local Plan anticipates that Alkerden and Ashmere should deliver 4,700 dwellings or more. It follows that a significant number of these will need to be flats in order to leave space for the required levels of open space and community facilities.

- 6.59 The proposal is entirely for flats and not houses, with a ratio of 58% two-bedroom flats to 42% one-bedroom flats. This does not accord with the preferred ratio set out in policy when considered in isolation. However, the site should be viewed in the context of the wider EQ development site. Density and housing typologies have been modelled in the masterplan with expectations that higher density development is concentrated within specific areas, particularly in the centre of the development along Fastrack. Parcel 3 is a constrained site which sits at the heart of EQ and it is allocated for higher density housing. There is flexibility in the policy for development falling within different parcels to provide a far greater proportion of houses and family sized units, as the wider sites are built out. Furthermore, the AMP sets out requirements that development along Fastrack should be of three storeys or more and should provide a high level of enclosure to the route. Therefore, development of greater scale, such as in the form of apartment blocks, is likely to be preferable to houses in terms of good urban design. On balance, therefore, it is considered that the proposed mix is appropriate in this location.

### Affordable Housing

- 6.60 The provision of affordable homes supports Garden City principles to create mixed-tenure homes that are affordable for all, as identified in the Ebbsfleet Implementation Framework. Provision of an appropriate level of affordable housing was considered under the original outline permission and the obligation for delivery of affordable housing is set out in the S106 for a 25% on-site provision and 5% off-site contribution.
- 6.61 The S106 requires the provision of 25% of each residential area coming forward under a reserved matters application to be affordable housing units. The S106 also seeks to ensure there is a proportional provision of affordable housing across Ashmere and Alkerden (combined) against occupation of the market housing (provision of 25%

affordable at 25% occupation of market units; 50% affordable at 50% market units; 75% affordable at 75% market units; and 100% affordable at 80% market units).

- 6.62 This is the second residential phase to come forward in Alkerden. Construction has started in Phase 1 of Ashmere and the first occupations are now taking place. The EDC will continue to monitor occupations that come forward on site to ensure these obligations against market occupation are being met.
- 6.63 Policy CS19 of the Core Strategy requires developments to meet the needs and aspirations of residents by requiring an appropriate mix of tenure being between 50-80% as intermediate housing with the remainder being social-rented. The policy also seeks an element of houses with 3 or more bedrooms to be social-rented where possible. The AMP/ADC identifies that the split should be 80% shared ownership and 20% affordable rent, towards the higher bracket as identified in the policy. The S106 identifies that affordable housing shall come forward with a mix of house types and sizes (excluding tenure) which reflects that prevailing at the time for the market unit. It also identifies an 'Optimum Tenure Mix of 5% affordable rent and 20% intermediate housing, which corresponds with the split identified in the AMP.
- 6.64 The initial offer on affordable housing met the 25% requirement for on-site provision and provided 20% of this as affordable rent, with 80% as shared ownership. This was acceptable. However, the mix was unacceptable and DBC's housing team objected on this basis. There was a very large proportion of one-bedroom units. Indeed, all of the proposed affordable rented units were one-bedroom units. This was not reflective of local housing need or the overall unit mix for the site. Following discussions with the applicant, the affordable offer was updated. 25% of the units are still to be provided as affordable housing, with 20% for affordable rent and 80% as shared ownership. However, the updated offer was for a much greater number of affordable two-bedroom apartments, which better reflects local need and responds to DBC's request. The revised mix provides four two-bed affordable rented units and three one-bedroom affordable rented units. In terms of shared ownership, there will be six one-bedroom units and 21 two-bedroom units. This closely reflects the market provision on site and the revised mix is supported.
- 6.65 The affordable units are located within blocks C and D, which sit at the heart of the site. These blocks follow the same design as the others on the site and residents will benefit from access to all of the same landscaped amenity areas and parking facilities as other blocks on the Site. They will also feature balconies of the same size as market units. The development will therefore appear tenure blind and this is also strongly supported.

#### Highways & Parking

- 6.66 The NPPF strongly advocates consideration of the impacts of development on transport networks and infrastructure, management and appropriate mitigation of environmental impacts arising from traffic and transport infrastructure, and promoting 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 pursued and recognises that patterns of movement, streets, parking and other transport considerations as being integral to the design of schemes, contributing to making high quality places (paragraph 104). Policy CS15 of the Dartford Core Strategy endorses measures to manage transport demand including support for Fastrack. The Ebbsfleet Implementation Framework seeks to deliver safe, integrated and accessible transport systems, with walking, cycling and public transport systems designed to be the most

attractive form of local transport. The Framework also seeks to promote legible networks across Ebbsfleet to help people connect with each other and between the new and existing communities (Delivery Theme 3 – Connected People and Places). Emerging policy S1 of the pre-submission Dartford Local Plan supports sustainable development which minimises the necessity to travel by private vehicles.

- 6.67 In respect of the individual phases 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 permission. A separate assessment/travel plan is therefore not necessary in this instance.
- 6.68 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 submission of a Parking Management Plan (PMP). The PMP was approved alongside the AMP/ADC and sets out a set of objectives which is based around the philosophy of managing car use and reducing convenience of the car. This is supported by master planning principles that have been established 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 good amounts of open space, and well-connected pedestrian and cycle links. The vision for EQ is therefore 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 appropriate parking standards to be applied throughout the village.
- 6.69 The EDC has produced further guidance in the form of the Sustainable Travel Strategy (STS) which promotes a 5-step approach by firstly promoting the use of sustainable travel, aligning parking provision appropriately, locating parking discretely, enabling vehicle charging and proactive management. This approach has been endorsed by KCC Highways and DBC. In addition to the PMP, the EDC's STS is a material consideration in the determination of planning applications in Alkerden. Within the most highly accessible areas of EQ, it sets out parking standards which are lower than those in the PMP, taking into account the proximity to a range of public transport, walking and cycling options. Under the STS, the site falls under the category 'highly accessible area', which means that it is considered to be amongst the most accessible sites in Ebbsfleet by public transport.
- 6.70 The site will be served by fast and very frequent Fastrack bus services to Bluewater, Ebbsfleet International, Dartford and Gravesend, with a stop located immediately outside the development. The site also benefits from its location in the heart of Alkerden, adjacent to the Education Campus (primary and secondary school provision), as well as the Market Centre (expected to include a large supermarket, food and beverage outlets, shops, gym and other services) and the Alkerden Hub delivering several community services and facilities.
- 6.71 The site does not include any public roads. Adoptable highways surround the site and are the subject of separate planning applications and consents. Road access into the site will be from the spine road into the north, which feeds into a central courtyard within the site – leading to two separate undercroft parking areas. The majority of car and motorcycle parking will sit within these undercroft parking areas, although some parking will be located on the western and northern edges of the site at surface level.

The total parking provision compared with the requirements of the PMP and STS is as follows:

Type of Parking	No. of Spaces Provided	PMP Requirement	STS Highly Accessible Area Maximum (0.8 spaces per dwelling, including a 20% reduction which should be for visitor parking)	STS Highly Accessible Minimum Requirement
Resident allocated parking (2-bed flats)	80	80	51	0
Resident unallocated communal parking (1-bed flats)	22	58	37	0
Total resident parking	102	138	88	0
Visitor Parking	5	28	22	0
Van Parking	0	7	Agreed proportion of total parking spaces as needed – no specific requirement.	0
Motorcycle Parking	14	7	N/A	N/A
Disabled Parking	1	N/A	N/A	N/A
Car Club Space	1	All residents to be within 400m of car club – broad locations identified	No specific maximum	1
<b>Total</b>	<b>108 car spaces, 14 motorcycle spaces</b>	<b>166 car, 7 van, 7 motorcycle</b>	<b>110 car spaces</b>	<b>0 spaces</b>

6.72 The parking strategy has been formed on the basis of the relevant parking strategies and the site's particularly accessible location. As set out in the table, the proposal is for 108 car parking spaces and 14 motorcycle spaces in total, to include a car club space, visitor parking and disabled parking provision. This has been assessed against the PMP for Alkerden/Ashmere and the STS.

6.73 The minimum requirement for parking provision within Alkerden is the PMP. However, the STS is also a material consideration. This sets out a more ambitious approach to

parking. The location of the site, in proximity to services and public transport, as well as the orientation of the development, focussed on public transport, lends itself to the more ambitious approach advocated by the STS. The parking numbers set out within the STS provide specific guidance for areas of greatest accessibility, such as the site, and so significant weight has been given to this document. Overall, it is considered that the proposals provide suitable balance between the standards set out in the PMP and the STS. Given the site's accessibility level, the STS does not require any vehicular parking on the site. However, it was acknowledged that many residents will have a need for a car, particularly in the early days of the development, as Alkerden continues to be built out. On this basis, parking provision very close to the STS maximum is to be provided. This is considered a suitable compromise between the higher standards of the PMP and the zero parking minimum set out in the STS.

- 6.74 In order to support this relatively low car strategy, a car club is proposed for the development. This will ensure that those without their own car have use of a car when required, whilst enabling those households who may have required two cars to use the car club as their additional vehicle. To ensure that sustainable travel habits are embedded from inception, a condition is recommended to ensure that the car club must be made available prior to first occupation on the site.
- 6.75 All two-bedroom flats are to be provided with their own allocated parking space. As these units have more bedrooms, it is likely that they will generate higher parking demand and so it is considered appropriate that they be allocated their own space. The one-bedroom units will have use of unallocated permit-based parking, with a provision of 0.4 spaces per unit. This is relatively low for Ebbsfleet. However, it is well within the standards set out in the STS for this site, and it is considered appropriate given that this is for the smallest units, within a highly accessible location. The low parking provision will be well supported by access to public transport and the car club. Nonetheless, condition 9 would require details of a site-specific parking management plan, to ensure that the parking spaces and permit system are appropriately managed.
- 6.76 Visitor parking is also to be provided. The provision is relatively low, with just five spaces. However, given the site's location, it is hoped that most visitors will arrive using sustainable transport modes. Furthermore, additional visitor parking will be provided within the proximate Market Centre in centralised car parks, as this comes forward. There was little support from EDC Officers for the provision of more extensive visitor parking on the site, as it was felt this would encourage unwanted drop off parking by parents of children at the nearby Education Campus. Adjacent streets, as well as the proposed soft and hard landscaping within the site have been designed so as to prevent informal parking.
- 6.77 No specific van parking spaces have been proposed. However, it is noted that small vans are able to park within standard car spaces. Meanwhile, larger delivery vans are able to drop off and turn in the plaza area, without needing to park on site. The provision of larger van spaces is not considered necessary within this dense, centrally located site.
- 6.78 14 motorbike parking spaces are proposed. This is above the requirement of the PMP. Whilst increased motorbike parking was not something the EDC required, these spaces are provided within the undercroft parking area, within gaps that are too small to accommodate car parking spaces. No other use was identified for these spaces and higher motorbike parking provision will help ensure that there is sufficient space for motorcycle parking at all times.

6.79 On this basis, the proposed parking provision in terms of numbers is supported. Its location is also an important consideration. The vast majority of the parking is to be located within an undercroft parking area, where it is largely out of public view. The AMP specifically sets out that there should be no parking fronting Fastrack and that this should be provided within an undercroft or underneath a podium. It also sets out that space should be made between buildings to allow public realm opportunities to occur, to ensure vibrancy and a place that is for pedestrians to enjoy. The space between blocks A-C and D-G was originally proposed as additional car parking for the development. Following discussion with the applicant, this was re-modelled as a pedestrian focused 'plaza' space, with planting and bench seating. As one of the few open spaces available on the site, this change represents a significant improvement. A disabled parking bay and the car club space remain in this central location, however, thereby ensuring accessibility to all. This is also supported. The siting of the car club here, in particular, should ensure awareness by the greatest number of residents, so as to encourage its use. This forms part of the strategy to encourage sustainable travel and reduce the need for car ownership.

#### *Electric Vehicle Charging –*

- 6.80 The PMP identifies no specific provision in respect of EVC. Paragraph G32 of the STS states all dwellings with on-plot parking should be provided with an active charging point (with a minimum output rating 7kW – Mode 3, AC), located discretely. Paragraph G33 sets out that all dwellings with unallocated communal parking should provide a minimum 10% active charging spaces and provide passive charging spaces to the remaining 90% of the parking spaces. Paragraph G34 sets out that all other off-street parking should also provide a minimum 10% active charging spaces and provide passive charging spaces for an additional 10% of spaces (where "Passive" refers to the provision of the network of cables and an associated power supply necessary so that at a future date a socket can be added easily i.e. wiring and cable conduit in place for future use).
- 6.81 The STS is less prescriptive on the position with regards to allocated parking in communal parking courts and some level of interpretation is required. In instances such as this, allocated parking within a communal area is treated as allocated 'on plot', following the guidance of paragraph G32 whilst unallocated shared parking in a communal parking area follows guidance under paragraph G33 'unallocated communal parking'. This is on the basis that if a parking space is allocated then it may only be used by one resident, who may not be able to charge their vehicle if the space is not provided with a charger.
- 6.82 The applicant has provided a plan showing the locations of EV chargers. This shows that 85% of the total car parking spaces will have access to an EV charger. 51 chargers are to be provided, with most of these to be shared between two spaces each. A condition is recommended requiring the exact specification of chargers. However, it is anticipated that most will have two cords each so that they can be used by two cars simultaneously. In line with the STS, all allocated parking spaces, the car club space and the disabled space will be provided with access to an EV charger. In addition, half of the unallocated permit spaces will be provided with an EV charger. This significantly exceeds the minimum requirement that 10% of unallocated spaces should have an EV charger. No passive EV provision is made and there no EV charging for the four non-disabled visitor spaces. Given the low number of visitor spaces and the requirement that only 10% of them should have EV charging facilities, this is not considered to be a significant issue. There were practical space and ducting issues where the visitor bays are located, and it is anticipated that significant EV charging provision will be made for visitor parking throughout the Market Centre. Overall, the proposal for 85%

of spaces will include active EV charging exceeds the requirements of the STS and is strongly supported. It is particularly positive that the car club bay is to be provided with its own charger, in light of a strategic objective that all car club operations should be fully electric moving forwards.

- 6.83 This condition will also require details of the EV charger to be provided, to ensure that KCC's minimum specifications are complied with and that the chargers are suitable for shared use.

#### *Cycle Parking –*

- 6.84 The STS sets out that all new development should propose one cycle parking space per bedroom. The proposed development goes slightly beyond this, providing 230 spaces for 218 bedrooms. Secure, covered cycle parking will be provided for residents within the blocks at ground floor level. Each block has its own storage area, and these will include space for adapted and cargo bikes. The cycle storage areas will be accessed via enlarged doorways, to ensure that it is as easy as possible to manoeuvre bikes through them.

- 6.85 Visitor cycle parking is also provided within the central courtyard space between the two blocks, in the form of 3 no. Sheffield stands, providing 6 spaces. This provision beyond the requirements of the STS will form an important part of the low car strategy for this site and is strongly supported.

#### *Disabled Parking –*

- 6.86 1 no. space is to be provided within the central courtyard area. No M4(3) compliant units are proposed and, as such, there is no requirement for disabled parking. However, many people who qualify for blue badge disabled parking do not necessarily require a fully accessible M4(3) home. Likewise, many residents may have disabled visitors, who require such facilities. Elsewhere in EQ, a lack of disabled parking provision has been raised as an issue on some developments. Therefore, whilst the provision of a disabled space goes beyond minimum requirements, the provision of the space is strongly supported.

#### *Summary –*

- 6.87 Overall, the approach to parking has been carefully considered and follows the process endorsed by the STS. The proposals strike a balance between the requirements of the PMP and the STS, both of which seek to lower the reliance on the car through the promotion of public transport and active travel modes. Disabled parking and EV charging provision have also been well thought through and the general approach is welcomed. The provision of a car club in the centre of the site and the provision of ample cycle parking is very much welcomed and will help reduce the total number of cars required by residents on site. Subject to the recommended conditions, the approach to parking is strongly supported.

#### Sustainability

- 6.88 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 retrofitting. Policy CS25 of the Core Strategy seeks to manage the supply and quality of water and wastewater and assist in moving towards 'water neutrality' in the Thames Gateway. Emerging policy M3 of the Pre-Submission Local Plan seeks to ensure development contributes to the mitigation of and adaptation to climate change including improving energy

performance, reducing carbon emissions and preserving water, identifying targets in relation to regulated carbon emissions, water efficiency, thermal performance materials and design, and efficient management/re-use of natural resources.

- 6.89 A Sustainable Construction Code and Water Conservation Plan have been secured as strategic documents for the whole of EQ in accordance with conditions 23 and of the outline permission which set out methodologies and parameters that should be implemented for all developments across EQ. These strategies generally align to the current Building Regulations Part L and commit to water consumption of 105 litres per person per day. The strategies also encourage consideration of additional measures that could be implemented to improve the performance of buildings.
- 6.90 An energy statement has been submitted with the application. This sets out a fabric first approach to energy saving, such as through low U-value glazing and good thermal bridging, as well as the use of energy efficient boilers and low energy lighting. The proposed development will achieve a 0.9% reduction in carbon emissions against the Building Regulations Part L 2013 baseline. Whilst the fabric first approach to energy saving is supported, a 0.9% reduction in carbon emissions is less than has been seen in other schemes in Ebbsfleet albeit in line with other phases at EQ.
- 6.91 Emerging Pre-Submission Local Plan policy M3 sets out that major residential development must achieve a minimum on-site reduction in regulated carbon emissions of at least 19% beyond Part L Building Regulations. Developments of over 100 dwellings should demonstrate additional use of zero/low carbon technology features across the Site. In addition to this, interim building regulations are due to set a much higher benchmark for all new development than the current regulations. These are due to be in place next year.
- 6.92 The Sustainable Construction Code for Alkerden sets out that that reduction in carbon emissions should comply with national Building Regulations, although it does also set out an aspiration to go beyond this where feasible. On this basis, discussions were had on whether the Site could make further improvements with regards to its energy strategy, possibly through the use of lower carbon technology such as air source heat pumps and PV panels.
- 6.93 The developer has therefore agreed to investigate the possibility of installing photovoltaic (PV) panels on the roof. This would go some way to addressing the issues raised and is supported. A condition is therefore recommended requesting a feasibility study into the addition of PV panels. These would be implemented as per the recommendations of the report if found to be feasible. Whilst this solution does not provide a guarantee that PV panels will be provided, it does provide a simple way for the applicant to further improve their scheme with regards to sustainability. In the unfortunate event that PV provision is not found to be feasible, the applicant would still have met the minimum requirements of the Sustainable Construction Code. On balance, therefore, the proposed energy strategy is considered acceptable.
- 6.94 With regards to water consumption, specific measures to limit water usage were not provided in the energy statement. However, on the basis of the Water Conservation Plan approved under the outline, condition 10 is recommended to limit water use to 105 litres per person per day. This condition will include a requirement for a statement, which demonstrates how water usage will be kept to this level. Subject to this condition, the development is also acceptable in this regard.

## Housing Standards/Amenity

- 6.95 The NPPF states that Local Planning Authorities should avoid granting consent for development which would give rise to significant adverse impacts on health and quality of life and should mitigate and reduce to a minimum other adverse impacts arising from new development. Policy DP5 of the DDPP seeks to ensure developments are compatible with residential functions and would not harm their amenity by potentially harmful factors including overshadowing, overlooking causing loss of privacy, and intensity of use.
- 6.96 The Nationally Described Space Standards (NDSS) were introduced by the Government in March 2015 as part of a revised approach to provide technical standards to drive the provision of quality housing throughout the country. Dartford's Core Strategy policy CS17 requires housing to provide internal spaces that are appropriate and fit for purpose and have adequate internal storage and recycling storage space, whilst policy CS18 requires developments to provide the maximum amount of practical proportion of homes built to Lifetime Homes standards (although the emphasis on Lifetime Homes changed as a result of the Government's Housing Standard Review in 2015). Policy DP8 of the DDPP identifies that the design of new residential development will only be permitted where dwellings meet Nationally Described Space Standards unless clearly shown to be unnecessary or unviable due to site specific circumstances. In particular reference to the Garden City, the DDPP sets out 'the EDC consider sufficient internal space in dwellings is an essential prerequisite necessary to provide quality sustainable housing in all the new communities being created in the Ebbsfleet area' (para. 9.45). Emerging policy M1 of the pre-submission Dartford Local Plan requires new development to clearly meet or exceed nationally described space standards.
- 6.97 The quality of amenity for future residents is also identified in Core Strategy policy CS17 through secure arrangements for management and maintenance of communal areas; useable private amenity space, usually provided as a garden in family houses and a balcony, patio or roof garden in flats; and high quality communal open space. This is re-iterated in policy CS18 specifically in respect of flats which requires that the accommodation is designed to a high quality, with the provision of private amenity space, such as balconies or roof gardens, wherever possible; and provision of outdoor and/or indoor communal space. The AMP identifies standards to be applied to high density living conditions, such as compliance with the NDSS.
- 6.98 In accordance with the AMP, the proposal is in full compliance with the NDSS, with all units meeting the requisite size and storage standards.
- 6.99 The level of overlooking across the site is considered appropriate in an urban environment, allocated for higher density housing, which balances privacy and natural surveillance. There is no direct overlooking between principal windows. Within the eastern block, all facing windows on the projecting element to the rear of the blocks have a large separation distance between them, of between 22m to 24m. The separation between facing windows on the rear projections on the western block are around 15m. This level of separation between windows is less than optimum, but it should be noted that all of these units are dual aspect and include principal windows where there are far greater levels of separation between windows. Equally, this level of separation is not uncommon in an urban setting and is considered acceptable in this instance.

- 6.100 Each dwelling is provided with a balcony or patio of at least 5sqm. This is considered acceptable for the one- and two-bedroom dwellings proposed. Ground floor residents in units facing Fastrack will have direct access from the street into their patios. This will help active the street and a clear sense of defensible space will be created through the landscaping design. In addition to the private amenity spaces provided by the balconies, all residents will have access to a small green space on the northern edge of the site, which will feature high quality landscaping and children's play equipment. Furthermore, the space in between the blocks A-C and D-G will function as an 'urban plaza' where residents can sit and/or socialise. It should also be noted that the site will sit in close proximity to larger green spaces, such as the Central Green Zone and major urban park in Alkerden. It is therefore considered that residents will have a good level of access to private and communal outdoor space.
- 6.101 The majority of units within the proposed development offer dual aspect living accommodation. This helps to maximise ventilation, thereby reducing the potential for overheating, and also maximising daylight/sunlight into the dwellings. Residents will further benefit from varying outlook onto the surrounding areas. It should be noted that 36% of the units will be single aspect. However, these are all south facing, and only smaller, one-bedroom units are provided as single aspect. Within these units, both the bedroom and the living rooms have windows or large balcony doors, as a result of carefully considered design. This aspect benefits from the greatest levels of daylight/sunlight and is considered preferable to other aspects, in instances where single aspect accommodation is unavoidable. These units will also benefit from large balconies and an outlook over the highly landscaped Fastrack boulevard. The proposed layouts are therefore supported in this regard.
- 6.102 One issue identified with the proposed internal layouts is in the entrance hallways. These are narrow, and it will be difficult to model these as welcoming spaces, which foster community interaction, as a result. However, this is a relatively minor issue in the context of a development which otherwise provides for a high standard of amenity.

*Daylight/Sunlight –*

- 6.103 A daylight/sunlight analysis has been provided as part of the application to show any impacts on the consented parcel 7 and to consider daylight/sunlight levels within the scheme. The report sets out that the proposed development has been designed to respond appropriately to the wider masterplan context. The height of the proposal is commensurate with the consented apartment block at Parcel 7. The average daylight factors (ADF) testing shows that daylight into the majority of habitable rooms will remain good and exceed the ADF criteria for each specific room uses. Direct sunlight levels to Parcel 7 fully meet the BRE targets.
- 6.104 With regards to internal amenity within the application site, the assessment shows an excellent level of compliance with all of the most constrained habitable rooms assessed achieving ADF levels meeting the BRE targets for their specific room use. The proposed external landscaping and shared amenity spaces are considered to be of high quality with all areas exceeding the BRE shading targets and receiving two or more hours of sunlight on the 21st of March assessment date.
- 6.105 EDC officers accept the findings of the daylight/sunlight report and consider that the proposed development is acceptable in this regard.

*Noise –*

- 6.106 As required by condition 28 of the outline planning consent, a noise assessment was submitted as part of the application. This shows that internal areas of the flats fall well within recommended noise limits. Externally, some balconies on upper levels nearest the education campus may expect noise levels of 56 dB, which is 1 dB higher than the recommended maximum. This difference will not be discernible to residents and only impacts a very small section of the Site. Environmental Health have reviewed the noise report and raised no objection to the application on this basis. It is therefore accepted that residents will be adequately protected from excess noise intrusion, thereby maintaining a high standard of amenity.

*External Lighting –*

- 6.107 Some lighting information was supplied as part of the application. A number of queries were raised with this, which the applicant has not responded to. In particular, lighting information was not provided for the undercroft parking area. Condition 8 has therefore been recommended requiring a full lighting submission.

*Summary –*

- 6.108 Overall, it is considered that residents will benefit from a high standard of amenity, with all units benefitting from private outdoor space, NDSS compliant units and suitable levels of daylight/sunlight, noise and no particular issues with overlooking. It is also considered that the scheme has been designed appropriately, so as not to negatively impact neighbouring amenity. It is therefore acceptable in this regard.

Other Matters

*Environmental Impact Assessment –*

- 6.109 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.

*Habitats Regulation Assessment –*

- 6.110 Article 6(3) of the Habitats Directive requires screening to be undertaken on a precautionary basis to assess the likelihood of impact on a protected site without regard to any proposed mitigation. Where a likely impact is established, an Appropriate Assessment will be required and mitigation taken into account.
- 6.111 Policy DP25 of the DDPP requires large residential developments located within 10km from 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.

- 6.112 In this instance the development is situated within 10 km 'as the crow flies' from North Kent European sites and is therefore likely to impact on the Thames Estuary and Marshes Special Protection Area (SPA).
- 6.113 An assessment of the likely impacts from the development at EQ was undertaken at the time of the outline permission. The S106 in relation to Alkerden (and Ashmere) therefore sets out a negative restriction on any development, prohibiting implementation of a planning consent without payment of a tariff based financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS) – currently £16.92 per dwelling – which pools money from local authorities to spend on measures to mitigate recreational disturbance as a result of new development.
- 6.114 Following a recent court judgment, it was established that the assessment carried out under the outline consent is not sufficient to be taken through to reserved matters applications. Therefore, an appropriate assessment was carried out to consider the impact on the SPA. Natural England have confirmed that a SAMMS payment, as set out under the outline assessment, is appropriate in this instance.
- 6.115 The S106 has been completed and is enforceable against the land. A separate unilateral undertaking from the applicant for payment of the contribution is therefore unnecessary.

*Archaeology –*

- 6.116 Condition 26 of the outline permission requires that details of foundations are provided with any detailed application to ensure that no harm is caused to any archaeological interest. Investigation of archaeological potential at Eastern Quarry 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. 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.

*Ecology –*

- 6.117 The details of ecological works, mitigation measures and monitoring have been secured under the outline permission. On-site and future works are being monitored by KCC Biodiversity Officers. The relevant ecological mitigation and site clearance has already been carried out at the site and this application relates only to the built footprint of the Alkerden area. Comments from KCC confirm this position and they raise no objection.
- 6.118 Nonetheless, an ecological review note was provided as part of the application. This made recommendations that 5 bird and 5 bat boxes per hectare be included within the scheme. A core principle of the NPPF is that new development should maximise opportunities to improve biodiversity. As such, KCC ecology have suggested a condition, which has been recommended within this report, for the inclusion of bird and bat boxes. The proposals are otherwise acceptable in this regard.

#### *Drainage –*

- 6.119 A strategy for the general handling of surface water and foul water has been secured by the Water Management Plan under the outline permission. Proposals for detailed design are required to accord with the strategy set out in this document which identifies surface water discharged into the lakes to the south of the site before being pumped through Craylands Gorge to be discharged into the Thames in accordance with agreements with the Environment Agency.
- 6.120 Drainage plans have been submitted with the application. KCC have been consulted and raise no objection to the proposal in respect of surface water.
- 6.121 Water and sewerage services are provided by Independent Water Networks Limited (IWNL) in accordance with agreements made by the sitewide landowner. Southern Water have acknowledged this arrangement as part of the consultation for this application and have confirmed there is an inset agreement/NAV agreement in place between Southern Water and IWNL against which connection/discharge points to the public network and agreed discharge flow rates are agreed. They raise no objection to the proposal.
- 6.122 Therefore, it is considered that matters relating to drainage and flooding have been adequately addressed and that the proposed development will not give way to increased risk of flooding.

#### *Broadband –*

- 6.123 A Utilities Framework has been secured under the outline consent as strategic documents for the whole of EQ in accordance with condition 16. The report identifies super-fast Fibre to the Home (FTTH) will be installed to offer broadband and television services and terrestrial digital Freeview. Service providers would have the option of renting/leasing circuits on the GTC fibre network which enables the occupants the possibility to choose their own service providers since there is no exclusivity agreement. The broadband access will be gigabit capable in the interests of futureproofing and will be installed to each property prior to occupation, providing good connectivity and enabling residents to work from home, thereby reduction demand on travel.
- 6.124 Since provision is secured under the outline consent, no further controls are required under this reserved matters application.

#### *Condition 25 : Outstanding Issues –*

- 6.125 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.
- 6.126 The final detail design of some of the items, such as specific materials for the external appearance of the houses and apartments, boundary designs, hard landscaping, cycle storage and external lighting can be secured by condition.

#### *Local Employment –*

- 6.127 An Employment Action Plan is secured under the S106 of the outline permission which requires the Owner to use reasonable endeavours to implement a plan from implementation to completion of the development to encourage the employment of

local residents and local companies as a contribution to the regeneration of the local economy. The EDC is working with the major landowner to help implement the effective implementation of this plan in line with EDC objectives for local employment.

## **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.

## LIST OF APPLICATIONS DETERMINED UNDER DELEGATED POWERS

Period for Report: 1 November 2021 – 30 November 2021

### EASTERN QUARRY:

Application Reference: EDC/21/0172

Decision Date: 16 November 2021

Location: Parcel B Castle Hill, Ebbsfleet, Ebbsfleet Valley, Kent

Applicant: Taylor Wimpey UK Ltd

Proposal: Non material amendment to reserved matters approval reference EDC/19/0090 to allow a change to the width of allocated parking spaces and removal of 3 visitor parking spaces serving apartment block B in relation to M(4)2 compliance together with an alteration to the brick type for garages serving plots 256 and 257.

Ward: Ebbsfleet

Decision: Approved

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Application Reference: EDC/21/0158

Decision Date: 19 November 2021

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

Applicant: Eastern Quarry Ltd

Proposal: Discharge of condition 7 (Landscape Management Plan) pursuant to reserved matters approval EDC/17/0164.

Ward: Ebbsfleet

Decision: Condition Discharged

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Application Reference: EDC/21/0188

Decision Date: 22 November 2021

Location: Parcel C - Castle Hill South, Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Eastern Quarry Ltd

Proposal: Non-material amendment to reserved matters approval reference EDC/19/0090 to allow a change to the width of parking spaces, loss of trees, realignment of boundary walls and garages across Parcel C and the loss of 1 visitor parking space serving apartment block A1 and C3 in relation to M4(2) compliance.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

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Application Reference: EDC/20/0070

Decision Date: 22 November 2021

Location: Alkerden (Central Village), Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Henley Camland

Proposal: Discharge of conditions 19 & 20 attached to planning permission reference no. EDC/17/0048 relating to submission of an Area Masterplan & Area Design Code for the Alkerden area.

Ward: Ebbsfleet

Decision: Condition Discharged

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Application Reference: EDC/20/0132

Decision Date: 24 November 2021

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

Applicant: Eastern Quarry Ltd

Proposal: Application for the approval of condition 8 attached to planning permission reference no. EDC/17/0164 relating to the Linear Park and Waterfront Lighting Strategy.

Ward: Ebbsfleet

Decision: Condition Discharged

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Application Reference: EDC/21/0171

Decision Date: 24 November 2021

Location: 11 Merriall Close, Castle Hill, Ebbsfleet Valley, DA10 1BH

Applicant: Mr Jason Clitherow

Proposal: Part retrospective and part proposed application for 2no. air conditioning units mounted on side wall.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

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Application Reference: EDC/21/0159

Decision Date: 24 November 2021

Location: Parcel 5A (Swanscombe Edge), Alkerden, Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Henley Camland

Proposal: Discharge of Condition 4 (Drainage) pursuant to reserved matters approval EDC/21/0090.

Ward: Ebbsfleet

Decision: Condition Discharged

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Application Reference: EDC/21/0135

Decision Date: 26 November 2021

Location: Alkerden Gateway (Parcel 7), Alkerden Village, Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Westerhill Homes Ltd

Proposal: Discharge of condition 3 (materials) pursuant to reserved matters approval EDC/21/0056.

Ward: Ebbsfleet

Decision: Condition Discharged

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Application Reference: EDC/21/0130

Decision Date: 30 November 2021

Location: Southfleet Roundabout, Eastern Quarry, Watling Street, Swanscombe, Kent

Applicant: Eastern Quarry Ltd

Proposal: Discharge of condition 8 (public art) pursuant to reserved matters approval EDC/16/0020.

Ward: Ebbsfleet

Decision: Condition Discharged

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#### **NORTHFLEET EAST:**

Application Reference: EDC/21/0189

Decision Date: 25 November 2021

Location: Land off of Crete Hall Road, Crete Hall Road, Northfleet, Gravesend, Kent

Applicant: Keepmoat Homes Ltd

Proposal: Partial re-discharge of condition 15 attached to planning permission reference no. EDC/19/0049 relating to external facing materials for the buildings (excluding riverfront apartment blocks A, B, C, D, F and G) in Phases 2, 3 and 4 of the development.

Ward: Northfleet North

Decision: Condition Discharged

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**Northfleet West:**

Application Reference: EDC/19/0220

Decision Date: 18 November 2021

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

Applicant: Bellway Homes Ltd

Proposal: Application for a non-material amendment to condition 2 of planning permission reference EDC/19/0001, to replace the approved site layout drawing to show the additional surfacing details and position of the packed good store and lorry loading area.

Ward: Northfleet North

Decision: Approved Subject to Conditions

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Application Reference: EDC/21/0173

Decision Date: 22 November 2021

Location: Land Adjacent To Former Northfleet Works, The Shore, Northfleet, Gravesend, Kent, DA11 9AN

Applicant: Bellway Homes Ltd

Proposal: Continued use of land for external storage, vehicle parking and stationing of a welfare cabin in connection with the approved Mixed Aggregates Plant Facility for a temporary period.

Ward: Northfleet North

Decision: Approved Subject to Conditions

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**Springhead Park:**

Application Reference: EDC/21/0118

Decision Date: 17 November 2021

Location: Land West Of Springhead Road (Springhead Park), Springhead Road, Northfleet, Gravesend, Kent

Applicant: Countryside Properties (Springhead) Ltd

Proposal: Partial discharge of condition 5 (Part (a) Surface Water Drainage Verification Report) pursuant to reserved matters approval EDC/19/0141

Ward: Northfleet South

Decision: Condition Discharged

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Application Reference: EDC/21/0103

Decision Date: 17 November 2021

Location: Land West Of Springhead Road (Springhead Park), Springhead Road, Northfleet, Gravesend, Kent

Applicant: Countryside Properties (Springhead) Ltd

Proposal: Discharge of condition 10 (Car Park Management Plan) pursuant to reserved matters approval EDC/19/0141

Ward: Northfleet South

Decision: Condition Discharged

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Application Reference: EDC/20/0161

Decision Date: 17 November 2021

Location: Land West Of Springhead Road (Springhead Park), Springhead Road, Northfleet, Gravesend, Kent

Applicant: Countryside Properties (Springhead) Ltd

Proposal: Partial discharge of condition 6 (Scheme of Soft Landscaping) pursuant to reserved matters approval EDC/19/0141.

Ward: Northfleet South

Decision: Condition Discharged

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Application Reference: EDC/20/0100

Decision Date: 17 November 2021

Location: Springhead Park Primary School, Springhead Parkway, Northfleet, Gravesend, Kent, DA11 8BY

Applicant: Kier Construction (Southern) Ltd

Proposal: Discharge of condition 12 (Community Use Strategy) pursuant to reserved matters approval EDC/17/0111.

Ward: Northfleet South

Decision: Condition Discharged

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Application Reference: EDC/21/0192

Decision Date: 29 November 2021

Location: 14 Wellesley Corner, Northfleet, Gravesend, DA11 8FL

Applicant: Ms Santosh Rani

Proposal: Non-material amendment to planning permission EDC/21/0111 to allow the retention of existing boundary wall and relocation of line of new gable wall.

Ward: Northfleet South

Decision: Approved Subject to Conditions

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**SWANSCOMBE PENINSULA:**

Application Reference: EDC/21/0064

Decision Date: 15 November 2021

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

Applicant: Bellway Homes Ltd

Proposal: Reserved Matters application (details relating to layout, scale, appearance and landscaping) pursuant to outline planning permission EDC/17/0110 (as varied by EDC/19/0161 and EDC/21/0012) for the erection of 233 dwellings together with associated infrastructure including details of a surface drainage scheme (conditions 7 and 31), finished site and floor levels (condition 8a), noise attenuation and mitigation measures (condition 8b), public open spaces (condition 8c), daylight/sunlight assessment (condition 8d), sustainability measures (condition 8e), ecological enhancement (condition 8f), heritage interpretation (condition 8g and 9a), public footpath (condition 9b), landscaping along Tiltman Avenue (condition 9c) and play equipment (condition 24).

Ward: Greenhithe & Knockhall

Decision: Approved Subject to Conditions

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Application Reference: EDC/20/0180

Decision Date: 25 November 2021

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

Applicant: Bellway Homes Ltd

Proposal: Re-discharge of condition 18 (external facing materials) attached to outline planning permission reference no. EDC/19/0161.

Ward: Greenhithe & Knockhall

Decision: Condition Discharged

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## Supplementary Report

### EDC Planning Committee – 15<sup>th</sup> December 2021

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

#### **Agenda Item 05 – EDC/21/0139**

##### Condition 9

Since the publication of the main report, a minor amendment has been made to the wording of recommended condition 9. The condition previously read as follows:

“Notwithstanding the details submitted with the application, prior to development above foundation level, a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include detail of arrangements for the allocation of parking spaces to specific dwellings, general permit parking, visitor parking and disabled parking. Detail shall be provided as to how it shall be made clear to residents of one-bedroom flats that they may not be able to obtain a parking permit, before they move in. If the parking spaces on-street are to be offered for adoption by the county highways authority, details of the necessary Traffic Regulation Order will be provided. The submission shall also include details of the management and maintenance of the car club and the electric vehicle charging points. The Parking Management Plan will be implemented in full prior to the occupation of the first dwelling.”

The addition has been made to the final line of the condition, so that it now reads as follows:

“The Parking Management Plan will be implemented in full prior to the occupation of the first dwelling and adhered to thereafter”.

This addition is to ensure that the Parking Management Plan will remain in use throughout the lifetime of the development. Amendments would be possible with the local planning authority's agreement, via the re-discharge of the condition.

##### Paragraph 6.26

It was set out in paragraph 6.26 of the main report that paragraph 134 of the NPPF (2021) states that “planning permission should be refused for development of poor design”. This wording is closer to that of paragraph 130 of the previous version of the NPPF. It should be noted that the full wording of paragraph 134 of the most recent NPPF (2021) is as follows:

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

This revised wording reflects a conscious decision by government to change this 'test' of development and sets a higher bar in terms of design standards. It is clear that significant weight should be given to relevant design guides and codes, as well as design which promotes high levels of sustainability.

Planning Committee  
15<sup>th</sup> December 2021



Parcel 3, Alkerden  
(Eastern Quarry)

EDC/21/0139

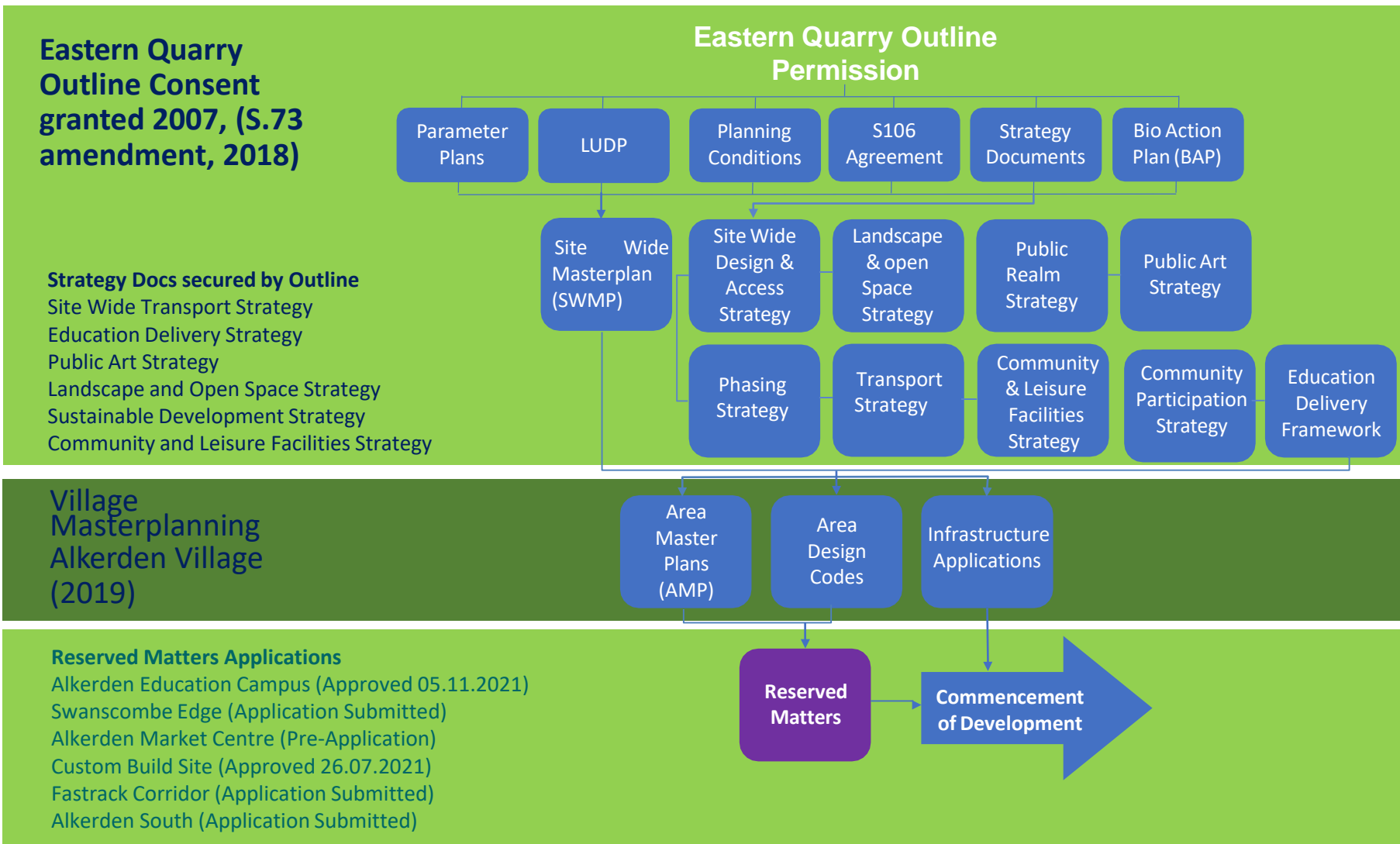
EDC/21/0139

Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for the erection of 138 dwellings (flats) and associated parking, open space and infrastructure

Bellway London Partnerships



# Eastern Quarry Outline Permission Structure



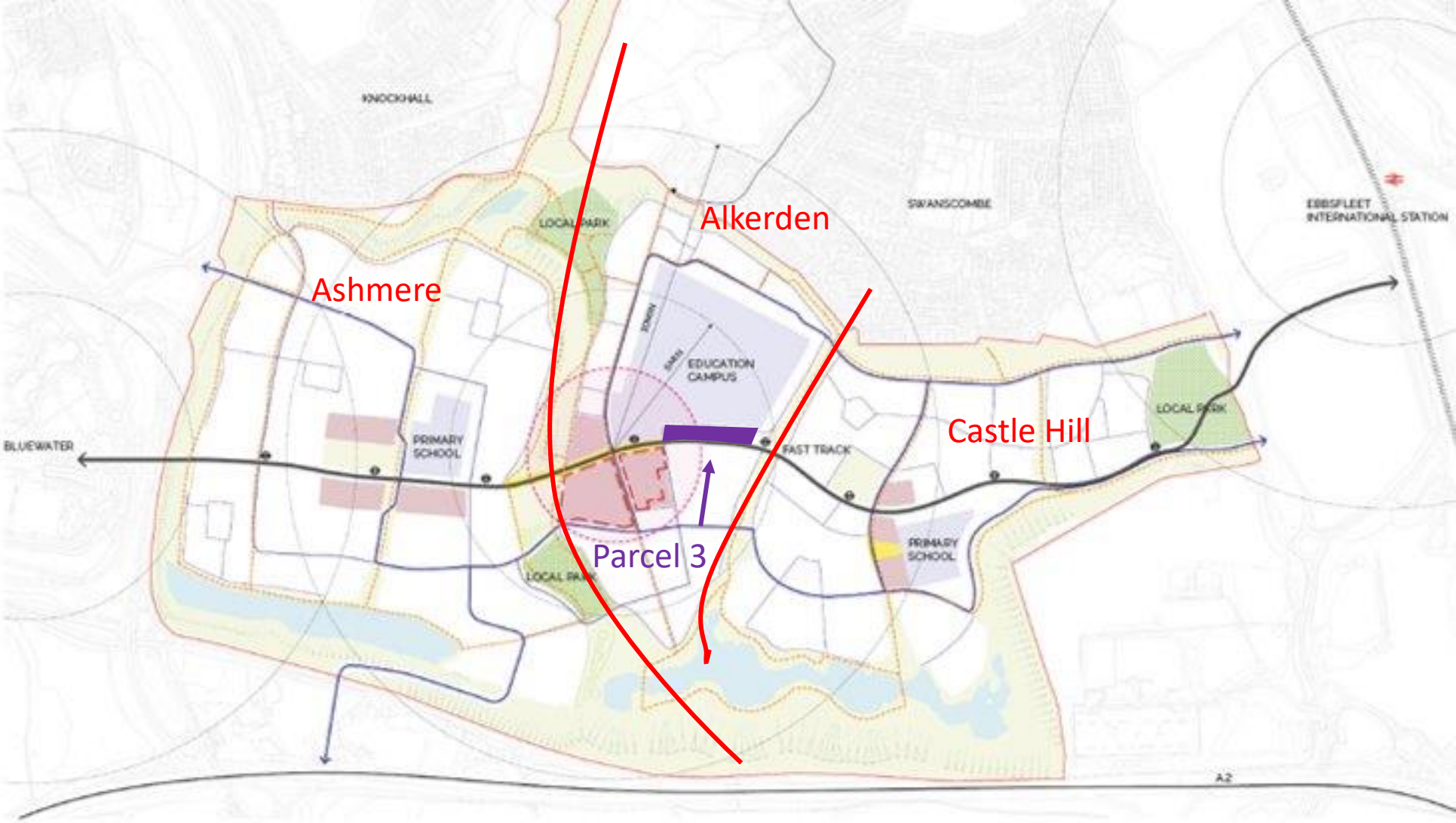
# Site Context

Eastern  
Quarry



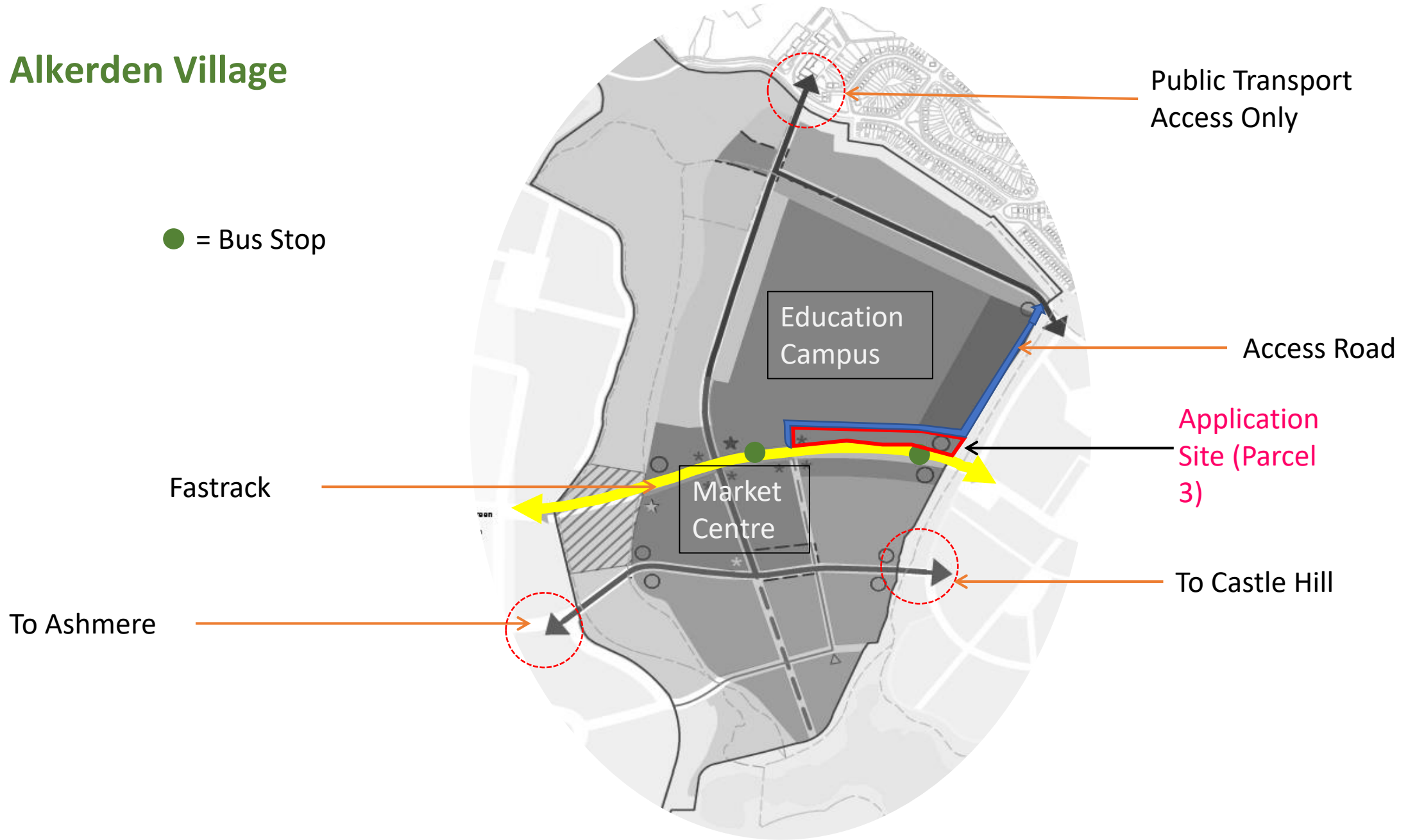


# Site Wide Masterplan



# Alkerden Village

● = Bus Stop



Public Transport  
Access Only

Education  
Campus

Access Road

Application  
Site (Parcel  
3)

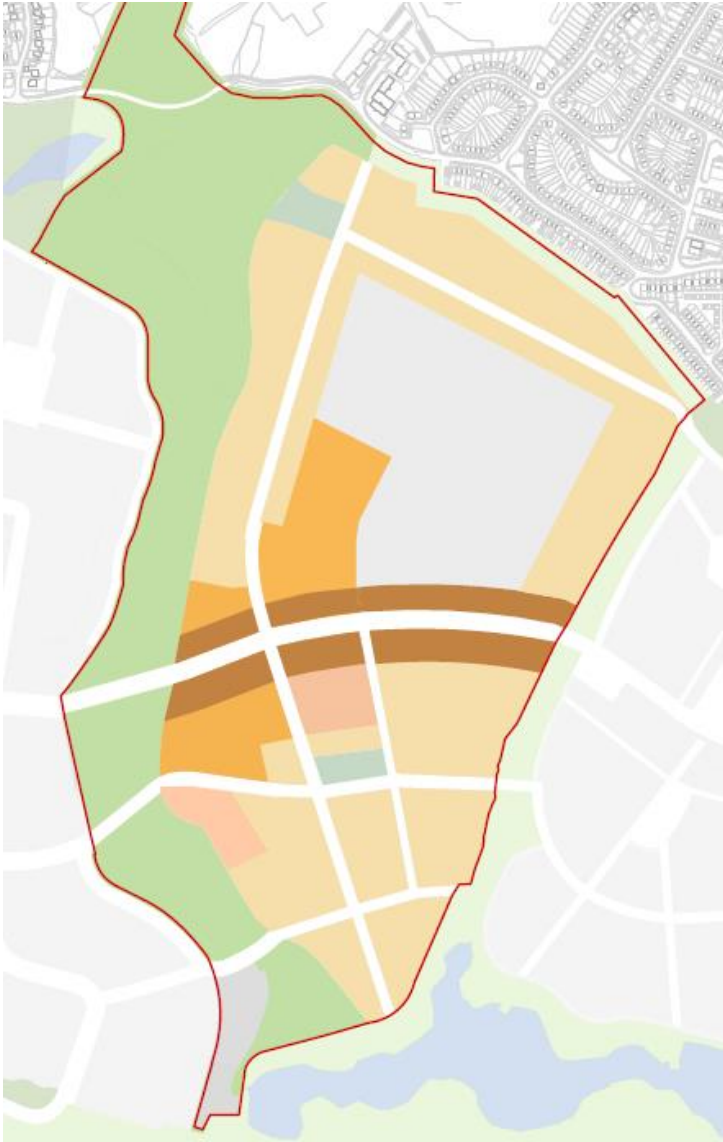
Fastrack

Market  
Centre

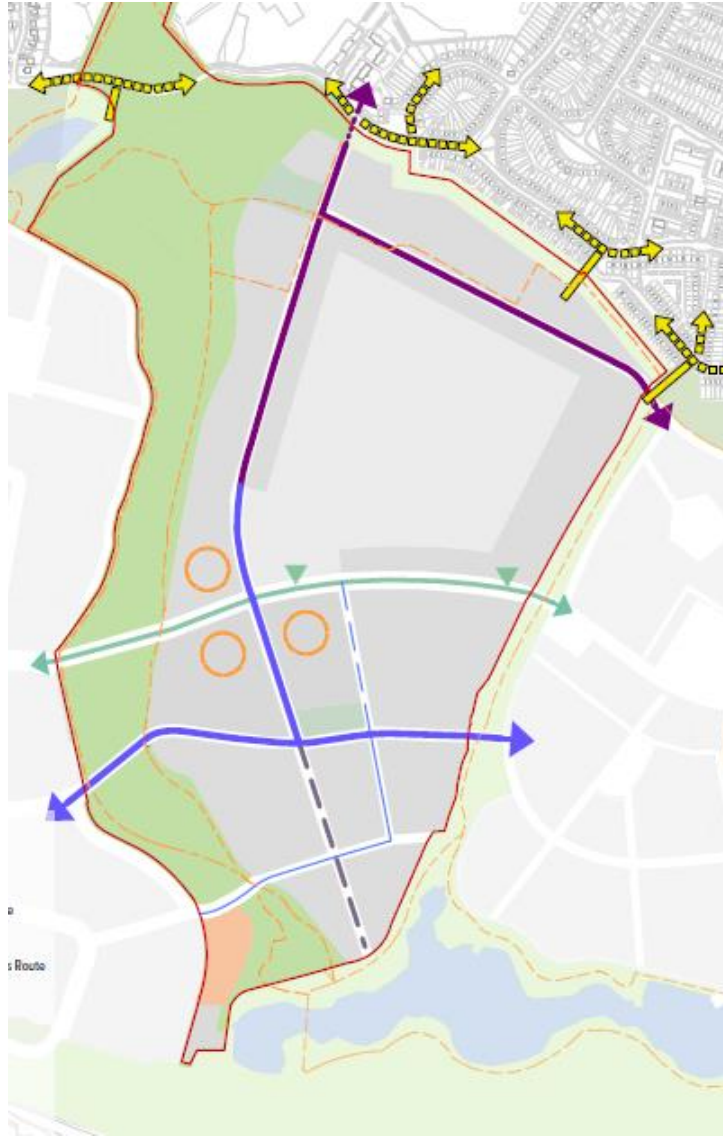
To Castle Hill

To Ashmere

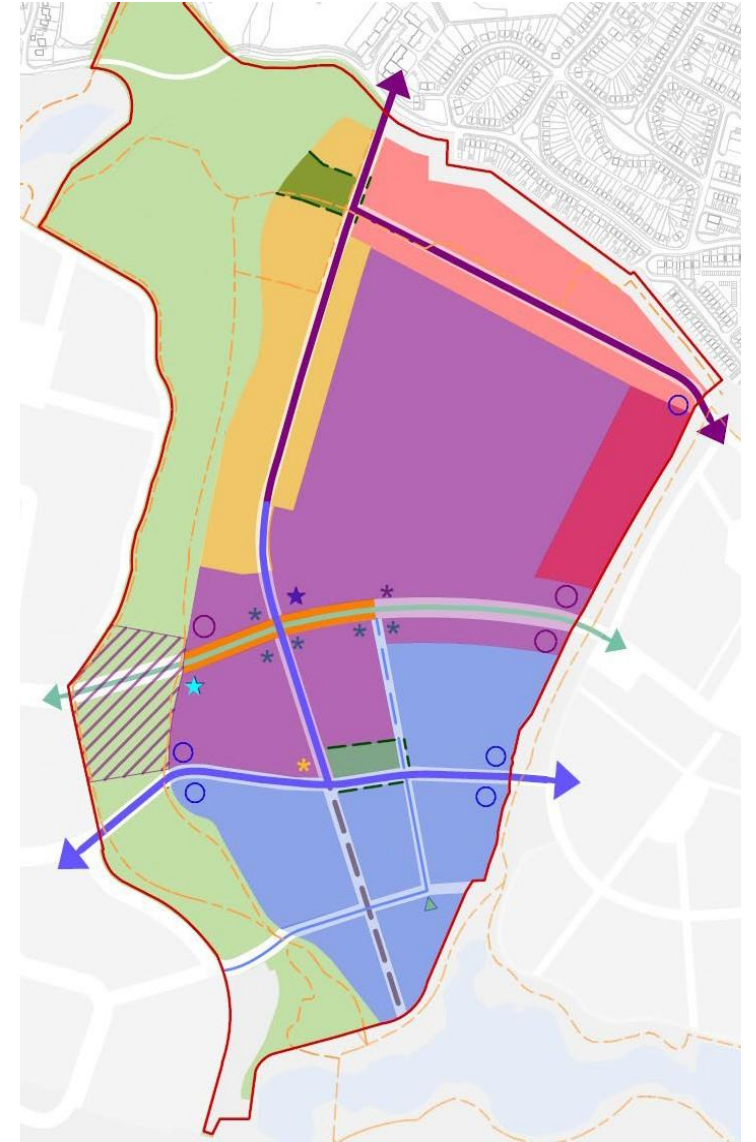
# Area Masterplan & Design Code



3+ storey, 60 dph+ development



Fronts Fastrack, next to bus stops










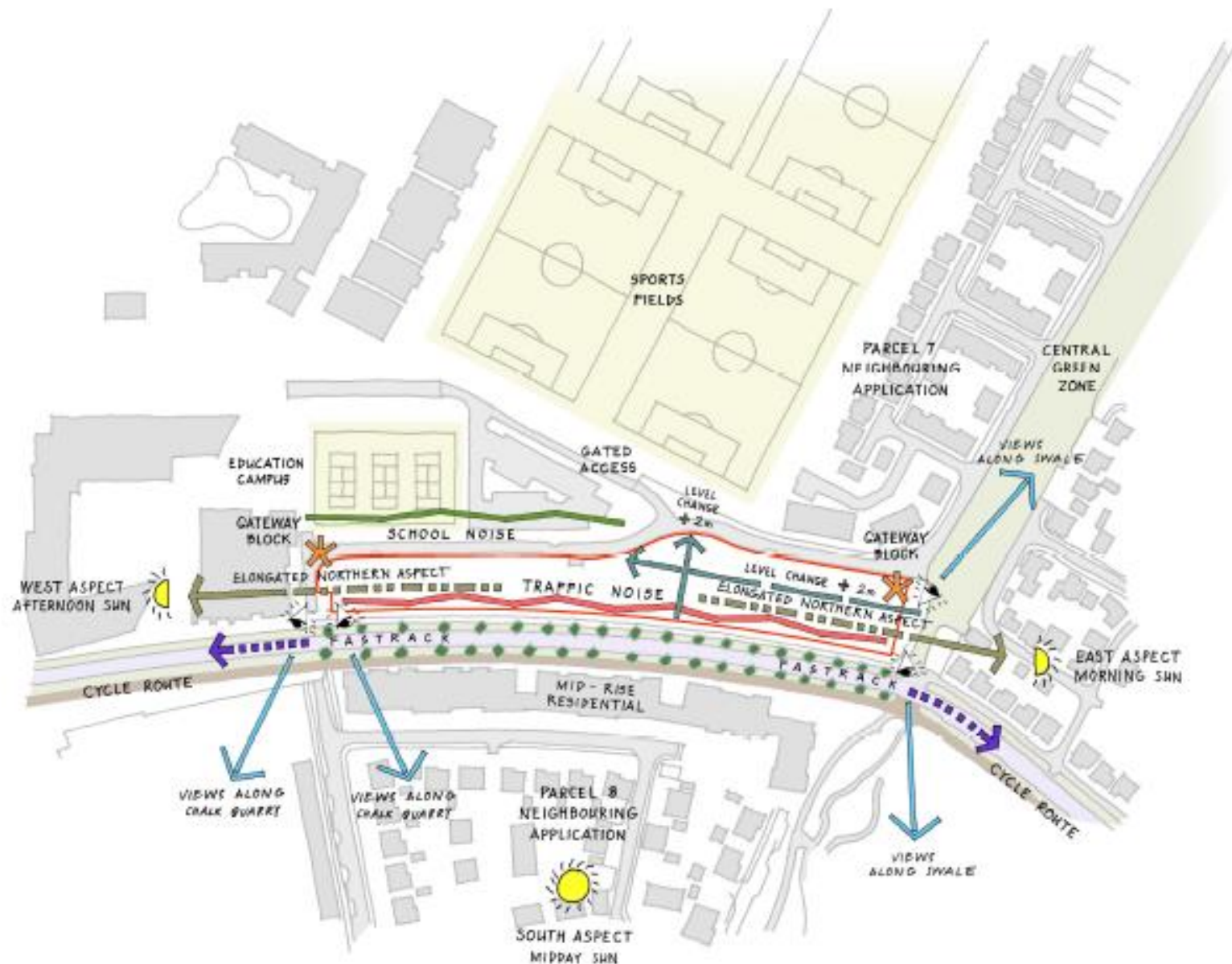
Market Centre Character Area; Key Fastrack Corner; Fastrack Gateway

# Site Analysis

- > Level change, rising from South to North, and also rising along the Fastrack from East to West
- > Site bounded by Fastrack to the South and road to the North
- > Opportunity for views towards cliffs to the South and along the swale
- > Pedestrian and cycle routes running East/West

## Key

-  Northern Aspect
-  Level Change
-  Traffic Noise
-  School Noise
-  Views
-  Gateway Block
-  Sunpath



# Site Layout



# Example Cross Section



# Front Elevations

## Blocks A-C



## Blocks D-G



# Rear Elevations



## Blocks A-C

## Blocks D-G



Elevation 02  
1 : 200

# Typical Floorplan



# Parking and EV Charging

## KEY

- Charging Points
- 92 Spaces for Electric Cars  
85% of 108 Total Parking Provision

Car Parking Schedule	
Blocks A - C	23 Spaces
Blocks D - G	68 Spaces
Surface parking	17 Spaces
<b>Total</b>	<b>108 Spaces</b>
<b>Ratio</b>	<b>0.78</b>
Allocated Spaces	80 Spaces
Unallocated permit	22 Spaces
Visitor	6 Spaces

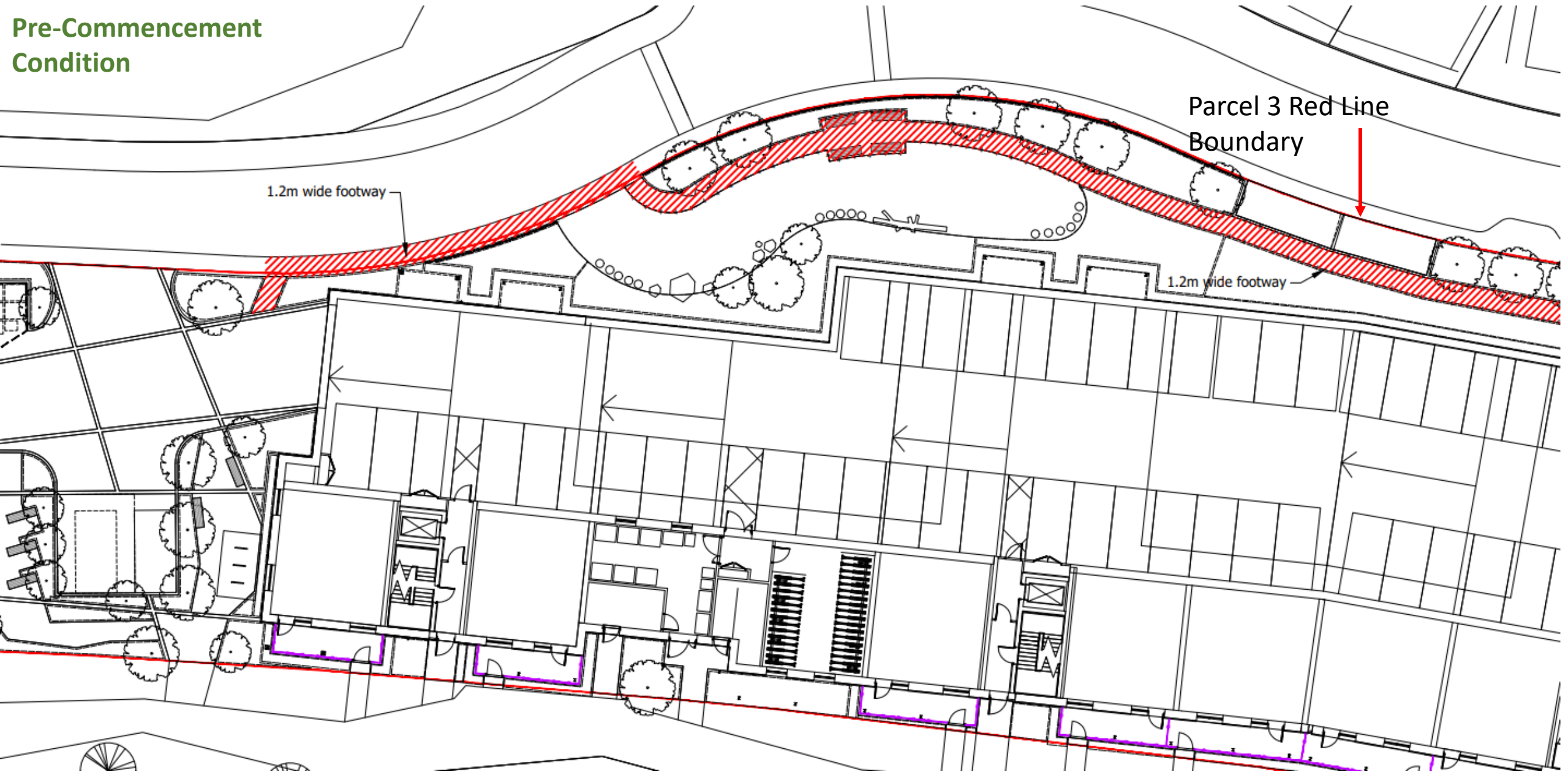
- ### KEY
- Allocated Residents Parking
  - Unallocated Permit
  - Visitor Parking
  - Car Club space
  - Motorcycle Parking



# Landscaping



# Pre-Commencement Condition



Parcel 3 Red Line Boundary

1.2m wide footway

1.2m wide footway

