

**Reference:** EDC/22/0058

**Site Address:** Land East of College Road, Northfleet Embankment West, The Shore, Northfleet, Gravesend, Kent DA11 9AN

**Proposal:** Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land east of College Road (Phase 2) comprising the erection of 130no. 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) and scheme for the re-interpretation of the College Road flint wall (condition 40(ii)).

**Applicant:** Bellway Homes Limited (Thames Gateway)

**Parish / Ward:** Northfleet and Springhead

**SUMMARY:**

This application seeks approval of reserved matters including details of access, layout, scale, appearance and landscaping for 130no. dwellings being the second major residential phase of the Northfleet Embankment West mixed-use development. The residential land is being marketed by Bellway Homes as Harbour Village. 40no. of the dwellings (30%) would be delivered as affordable housing and the proposals also include a second formal open space, the Kiln Pocket Park.

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

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

The proposals extend a number of the design narratives approved in Phase 1B which reference the site's former industrial use, riverfront location, the natural settings of cliff-faces and escarpments and reflection of the local architectural character. The proposals also include the new character area of College Road with the re-interpretation of the existing flint wall.

The layout includes a strong street hierarchy and would frame views across and through the site, establishing visual links to the River Thames and across Northfleet. The provision of dwellings meeting Building Regulations Part M4[2] - Accessible and Adaptable Dwellings exceeds the Section 106 Agreement requirement, and all dwellings are designed to meet the Nationally Described Space Standard. Sustainability measures are proposed for energy and water efficiency, as well as electric vehicle charging. The proposals also perform well when assessed under Building for a Healthy Life.

The proposals are considered to accord with the principles and parameters established by the outline planning permission, detailed residential masterplan and adopted planning policies, and to be aligned with the Ebbsfleet Implementation Framework. They would form the second phase of development to meet EDC's aspirations for Northfleet Riverside whilst also providing an additional public open space within the phase itself for the benefit of new and existing residents, enabling the retention of part of a kiln range uncovered during excavation works under the separate development platform permission.

The application is therefore recommended for approval subject to conditions.

**RECOMMENDATION:** Approval subject to the following conditions with delegated authority to the Chief Planning Officer to make minor changes to the wording:

### CONDITIONS

#### Approved Plans

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

#### *Site Plans*

Drawing no. EHV2-BPTW-01-00-DR-A-0010 Rev C01 - Location Plan - Phase 2

Drawing no. EHV2-BPTW-11-00-DR-A-0101 Rev C03 - Site Plan

Drawing no. 10986-LD-PLN-310 Issue K – General Arrangement Plan

#### *Supporting Drawings*

Drawing no. EHV2-BPTW-11-00-DR-A-5600 Rev C06 – Allocated Parking Strategy

Drawing no. EHV2-BPTW-11-00-DR-A-5900 Rev C03 - Refuse Strategy

Drawing no. EHV2-BPTW-11-00-DR-A-6200 Rev C03 - Cycle Strategy

Drawing no. EHV2-BPTW-11-00-DR-A-6800 Rev C05 - Allocated Parking and Plot Strategy

Drawing no. EHV2-BPTW-11-00-DR-A-6900 Rev C03 - Materials Strategy

Drawing no. 332410098/200.701/001 Rev P05 - Phase 2 Proposed Street Lighting

Drawing no. EHV2-BPTW-XX-XX-SH-A-0707-C03-A3 Phase 2 Accommodation Schedule

#### *Levels*

Drawing no. 1803/05/7000 Rev J – Levels Strategy

#### *Affordable Housing*

Affordable Housing Scheme, Northfleet Embankment West Phase 2 – Residential Development by Savills dated October 2022

Drawing no. EHV2-BPTW-11-00-DR-A-7100 Rev C03 - Tenure Strategy

Drawing no. EHV2-BPTW-11-00-DR-A-7101 Rev C01 – Site Wide Tenure Strategy Plan

*House Floor Plans*

Drawing no. EHV2-BPTW-T01-ZZ-DR-A-1001 Rev C03 - Terrace 01 - GA Plans  
Drawing no. EHV2-BPTW-T02-ZZ-DR-A-1002 Rev C02 - Terrace 02 - GA Plans  
Drawing no. EHV2-BPTW-T04-ZZ-DR-A-1004 Rev C03 - Terrace 04 - GA Plans  
Drawing no. EHV2-BPTW-T05-ZZ-DR-A-1005 Rev C04 - Terrace 05 - GA Plans  
Drawing no. EHV2-BPTW-T06-ZZ-DR-A-1006 Rev C04 - Terrace 06 - GA Plans  
Drawing no. EHV2-BPTW-T07-ZZ-DR-A-1007 Rev C04 - Terrace 07 - GA Plans  
Drawing no. EHV2-BPTW-T08-ZZ-DR-A-1008 Rev C04 - Terrace 08 - GA Plans  
Drawing no. EHV2-BPTW-T09-ZZ-DR-A-1009 Rev C04 - Terrace 09 - GA Plans  
Drawing no. EHV2-BPTW-T10-ZZ-DR-A-1010 Rev C04 - Terrace 10 - GA Plans  
Drawing no. EHV2-BPTW-T11-ZZ-DR-A-1011 Rev C04 - Terrace 11 - GA Plans  
Drawing no. EHV2-BPTW-T12-ZZ-DR-A-1012 Rev C03 - Terrace 12 - GA Plans  
Drawing no. EHV2-BPTW-T13-ZZ-DR-A-1013 Rev C03 - Terrace 13 - GA Plans  
Drawing no. EHV2-BPTW-T14-ZZ-DR-A-1014 Rev C04 - Terrace 14 - GA Plans  
Drawing no. EHV2-BPTW-T15-ZZ-DR-A-1015 Rev C04 - Terrace 15 - GA Plans  
Drawing no. EHV2-BPTW-T16-ZZ-DR-A-1016 Rev C04 - Terrace 16 - GA Plans  
Drawing no. EHV2-BPTW-T17-ZZ-DR-A-1017 Rev C04 - Terrace 17 - GA Plans  
Drawing no. EHV2-BPTW-T18-ZZ-DR-A-1018 Rev C03 - Terrace 18 - GA Plans  
Drawing no. EHV2-BPTW-T19-ZZ-DR-A-1019 Rev C02 - Terrace 19 - GA Plans  
Drawing no. EHV2-BPTW-T20-ZZ-DR-A-1020 Rev C02 - Terrace 20 - GA Plans  
Drawing no. EHV2-BPTW-T21-ZZ-DR-A-1021 Rev C03 - Terrace 21 - GA Plans  
Drawing no. EHV2-BPTW-T22-ZZ-DR-A-1022 Rev C02 - Terrace 22 - GA Plans  
Drawing no. EHV2-BPTW-T23-ZZ-DR-A-1023 Rev C02 - Terrace 23 - GA Plans  
Drawing no. EHV2-BPTW-T24-ZZ-DR-A-1024 Rev C03 - Terrace 24 - GA Plans  
Drawing no. EHV2-BPTW-T25-ZZ-DR-A-1025 Rev C02 - Terrace 25 - GA Plans  
Drawing no. EHV2-BPTW-T26-ZZ-DR-A-1026 Rev C02 - Terrace 26 - GA Plans  
Drawing no. EHV2-BPTW-T27-ZZ-DR-A-1027 Rev C03 - Terrace 27 - GA Plans  
Drawing no. EHV2-BPTW-T28-ZZ-DR-A-1028 Rev C02 - Terrace 28 - GA Plans  
Drawing no. EHV2-BPTW-T29-ZZ-DR-A-1029 Rev C02 - Terrace 29 - GA Plans  
Drawing no. EHV2-BPTW-T30-ZZ-DR-A-1030 Rev C02 - Terrace 30 - GA Plans  
Drawing no. EHV2-BPTW-T31-ZZ-DR-A-1031 Rev C02 - Terrace 31 - GA Plans  
Drawing no. EHV2-BPTW-T32-ZZ-DR-A-1032 Rev C02 - Terrace 32 - GA Plans  
Drawing no. EHV2-BPTW-T33-ZZ-DR-A-1033 Rev C02 - Terrace 33 - GA Plans  
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-1034 Rev C02 - Terrace 34 - GA Plans  
Drawing no. EHV2-BPTW-T35-ZZ-DR-A-1035 Rev C03 - Terrace 35 - GA Plans  
Drawing no. EHV2-BPTW-T36-ZZ-DR-A-1036 Rev C03 - Terrace 35 - GA Plans  
Drawing no. EHV2-BPTW-T37-ZZ-DR-A-1037 Rev C02 - Terrace 37 - GA Plans  
Drawing no. EHV2-BPTW-T38-ZZ-DR-A-1038 Rev C02 - Terrace 38 - GA Plans

*House Elevations*

Drawing no. EHV2-BPTW-T01-ZZ-DR-A-2001 Rev C04 - Terrace 01 - Elevations  
Drawing no. EHV2-BPTW-T02-ZZ-DR-A-2002 Rev C05 - Terrace 02 - Elevations  
Drawing no. EHV2-BPTW-T04-ZZ-DR-A-2004 Rev C04 - Terrace 04 - Elevations  
Drawing no. EHV2-BPTW-T05-ZZ-DR-A-2005 Rev C06 - Terrace 05 - Elevations  
Drawing no. EHV2-BPTW-T06-ZZ-DR-A-2006 Rev C06 - Terrace 06 - Elevations  
Drawing no. EHV2-BPTW-T07-ZZ-DR-A-2007 Rev C05 - Terrace 07 - Elevations  
Drawing no. EHV2-BPTW-T08-ZZ-DR-A-2008 Rev C05 - Terrace 08 - Elevations  
Drawing no. EHV2-BPTW-T09-ZZ-DR-A-2009 Rev C06 - Terrace 09 - Elevations  
Drawing no. EHV2-BPTW-T10-ZZ-DR-A-2010 Rev C05 - Terrace 10 - Elevations  
Drawing no. EHV2-BPTW-T11-ZZ-DR-A-2011 Rev C05 - Terrace 11 - Elevations  
Drawing no. EHV2-BPTW-T12-ZZ-DR-A-2012 Rev C04 - Terrace 12 - Elevations  
Drawing no. EHV2-BPTW-T13-ZZ-DR-A-2013 Rev C03 - Terrace 13 - Elevations

Drawing no. EHV2-BPTW-T14-ZZ-DR-A-2014 Rev C05 - Terrace 14 - Elevations  
Drawing no. EHV2-BPTW-T15-ZZ-DR-A-2015 Rev C06 - Terrace 15 - Elevations  
Drawing no. EHV2-BPTW-T16-ZZ-DR-A-2016 Rev C06 - Terrace 16 - Elevations  
Drawing no. EHV2-BPTW-T17-ZZ-DR-A-2017 Rev C04 - Terrace 17 - Elevations  
Drawing no. EHV2-BPTW-T18-ZZ-DR-A-2018 Rev C03 - Terrace 18 - Elevations  
Drawing no. EHV2-BPTW-T19-ZZ-DR-A-2019 Rev C03 - Terrace 19 - Elevations  
Drawing no. EHV2-BPTW-T20-ZZ-DR-A-2020 Rev C03 - Terrace 20 - Elevations  
Drawing no. EHV2-BPTW-T21-ZZ-DR-A-2021 Rev C04 - Terrace 21 - Elevations  
Drawing no. EHV2-BPTW-T22-ZZ-DR-A-2022 Rev C03 - Terrace 22 - Elevations  
Drawing no. EHV2-BPTW-T23-ZZ-DR-A-2023 Rev C03 - Terrace 23 - Elevations  
Drawing no. EHV2-BPTW-T24-ZZ-DR-A-2024 Rev C03 - Terrace 24 - Elevations  
Drawing no. EHV2-BPTW-T24-ZZ-DR-A-2025 Rev C03 - Terrace 25 - Elevations  
Drawing no. EHV2-BPTW-T26-ZZ-DR-A-2026 Rev C03 - Terrace 26 - Elevations  
Drawing no. EHV2-BPTW-T27-ZZ-DR-A-2027 Rev C03 - Terrace 27 - Elevations  
Drawing no. EHV2-BPTW-T28-ZZ-DR-A-2028 Rev C03 - Terrace 28 - Elevations  
Drawing no. EHV2-BPTW-T29-ZZ-DR-A-2029 Rev C03 - Terrace 29 - Elevations  
Drawing no. EHV2-BPTW-T32-ZZ-DR-A-2030 Rev C03 - Terrace 30 - Elevations  
Drawing no. EHV2-BPTW-T33-ZZ-DR-A-2031 Rev C02 - Terrace 31 - Elevations  
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2032 Rev C03 - Terrace 32 - Elevations  
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2033 Rev C03 - Terrace 33 - Elevations  
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2034 Rev C03 - Terrace 34 - Elevations  
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2035 Rev C04 - Terrace 35 - Elevations  
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2036 Rev C04 - Terrace 35 - Elevations  
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2037 Rev C04 - Terrace 37 - Elevations  
Drawing no. EHV2-BPTW-T34-ZZ-DR-A-2038 Rev C04 - Terrace 38 - Elevations

#### *Street Elevations*

Drawing no. EVH2-BPTW-ZZ-ZZ-DR-A-2201 Rev C04 - Proposed Site Elevation 1  
Drawing no. EVH2-BPTW-ZZ-ZZ-DR-A-2202 Rev C04 - Proposed Site Elevation 2  
Drawing no. EVH2-BPTW-ZZ-ZZ-DR-A-2203 Rev C02 - Proposed Site Elevation 3

#### *Landscaping*

Drawing no. 10986-LD-PLN-311 Rev P06 - Hardworks Sheet 1 of 5  
Drawing no. 10986-LD-PLN-312 Rev P07 - Hardworks Sheet 2 of 5  
Drawing no. 10986-LD-PLN-313 Rev P06 - Hardworks Sheet 3 of 5  
Drawing no. 10986-LD-PLN-314 Rev P04 - Hardworks Sheet 4 of 5  
Drawing no. 10986-LD-PLN-315 Rev P06 - Hardworks Sheet 5 of 5  
Drawing no. 10986-LD-PLN-321 Rev P07 - Boundaries and Edges Plan Sheet 1 of 5  
Drawing no. 10986-LD-PLN-322 Rev P07 - Boundaries and Edges Plan Sheet 2 of 5  
Drawing no. 10986-LD-PLN-323 Rev P07 - Boundaries and Edges Plan Sheet 3 of 5  
Drawing no. 10986-LD-PLN-324 Rev P04 - Boundaries and Edges Plan Sheet 4 of 5  
Drawing no. 10986-LD-PLN-325 Rev P07 - Boundaries and Edges Plan Sheet 5 of 5  
Drawing no. 10986-LD-PLN-300 Rev P04 – Phase 2 Illustrative Masterplan  
Drawing no. 10986-LD-PLN-430 Rev P07 – Phase 2 Sitewide Illustrative Soft Landscape Plan  
Drawing no. LD-SCH-820 Rev P03 - Illustrative Planting Schedule - Sitewide Public Realm

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

#### Details Required Prior to Above Ground Works

2. No development above ground level shall take place until the following architectural details (including samples if requested) have been submitted to and approved in writing by the Local Planning Authority:

- (i) Brick detailing annotated on the approved drawings
- (ii) Additional brick detailing to plots 72, 77 & 105
- (iii) Parapet capping to plots 1 to 16
- (iv) Entrance porches
- (v) Entrance canopies
- (vi) Window reveals
- (vii) Dormer windows
- (viii) Location, form, and appearance of meter boxes

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

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

*Informative: Plots 1 to 16, 72, 77 and 105 referred to are identified on drawing no. EHV2-BPTW-11-00-DR-A-6800 Rev C05 - Allocated Parking and Plot Strategy.*

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

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

4. Notwithstanding the details shown on drawing no. EHV2-BPTW-11-00-DR-A-5600 Rev C06 (Allocated Parking Strategy), no development above ground level shall take place until an updated plan has been submitted to and approved in writing by the Local Planning Authority to indicate provision and location of active electric vehicle charging points to serve all dwellings hereby approved. The submission shall include details of the proposed active electric vehicle charging points (comprising sockets connected to the electrical supply system that vehicle owners can plug their vehicle into, with a minimum output rating of 7kW- Mode 3, AC) and passive electric vehicle charging provision (comprising provision of the network of cables and an associated power supply necessary to connect to future EV charging points). The details shall include arrangements for management and maintenance of the electric vehicle charging points that are located within communal car parking areas and privately maintained highway verges.

The approved active and passive electric vehicle charging points shall thereafter be installed prior to first occupation of the dwelling or car park to which they relate and shall thereafter be retained in working order at all times.

Reason - In order to encourage sustainable travel and protect amenity, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS11 and CS19 and paragraphs 107 and 112 of National Planning Policy Framework.

5. Notwithstanding the details hereby approved, no development above ground level shall take place until a detailed lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The detailed lighting scheme shall include the form, appearance and lux levels of the proposed lighting and include sufficient detail to demonstrate how the lighting will mitigate impacts on ecology. The details shall include a plan showing how lighting will be co-ordinated with soft landscaping. The lighting shall be installed in accordance with the approved details and in the approved locations shown on drawing no. 332410098/200.701/001 Rev P05 prior to the relevant road(s) or spaces first being brought into use by members of the public and thereafter retained in working order at all times.

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

6. No development above ground level shall take place until details of photovoltaic panels have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate how they accord with the energy generation indicated in section 3.4 of the Energy and Sustainability Statement v2 by Stantec dated March 2022 (ref. 46600 / 3002) and shall include the location, appearance, form and technical specification of the photovoltaic panels, and how they would be integrated into roofs of the dwellings. The photovoltaic panels shall be installed in accordance with the approved details prior to first occupation of the dwelling to which they relate and thereafter be retained in working order at all times.

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

7. No development above ground level shall take place until details of the form and appearance of all boundary treatments as shown on the approved boundaries and edges plans have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved boundary treatments shall be installed prior to first occupation of the dwelling or public open space to which they relate and be retained at all times unless written permission of the Local Planning Authority for their removal having first been obtained.

Reason - To maintain a good standard of design and residential amenity in accordance with adopted Local Plan Core Strategy Policy CS19.

8. No development above ground level shall take place until details of the proposed specialist glazing and mechanical ventilation heat recovery (MVHR) system for the residential dwellings to which they relate has been submitted to and approved in writing by the Local Planning Authority.

The glazing details shall include location and façade, form, performance specification and trickle vents, which shall be installed prior to the first occupation of the of the residential dwelling to which they relate. The MVHR details shall include air intake locations, dust filtration and show how noise/vibration created by the ductwork serving the ventilation system will be adequately controlled between and within properties. Details shall include arrangements for long term maintenance and efficiency of the MVHR systems which shall be installed prior to first occupation of the residential

dwellings to which they relate (namely plots 75, 76, 106, 107, 108 and 109 as indicated on drawing no. EHV2-BPTW-11-00-DR-A-6800 Rev C05 - Allocated Parking and Plot Strategy) and thereafter maintained in full working order at all times.

The development shall incorporate the noise mitigation measures shown in the Northfleet Embankment West, Phase 2 Acoustic report Rev. 2 dated March 2022 (Ref. 332410098) and Additional Acoustic Modelling dated 28 March 2023, prior to first occupation of the dwelling to which it relates.

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

9. No development above ground level shall take place until final details of the measures to preserve the single kiln and associated chambers indicated on drawing no. 1803/05/8015 Rev C (Phase 2 Southern Kiln Archaeology Works Sections) have been submitted to and approved in writing by the Local Planning Authority. The works to preserve the single kiln and associated chambers in situ shall be carried out in full accordance with the approved details prior to occupation of the adjacent dwellings (namely plots 61, 62, 66 and 67 as indicated on drawing no. EHV2-BPTW-11-00-DR-A-6800 Rev C05 – Allocated Parking and Plot Strategy) and shall thereafter be retained at all times.

Reason - To ensure that features of archaeological interest are properly examined and recorded, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS09 and CS20.

10. No development above ground level shall take place until a detailed soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority and shall include the type and species of planting to be carried out, to include their quantity and size. The soft landscaping scheme shall accord with details illustrated and annotated on the approved drawings, but notwithstanding reference to planting mixes and tree species shown on drawing no. 10986-LD-PLN-430 Rev P07 - Phase 2 - Sitewide Illustrative Soft Landscape Plan it shall adopt a planting approach which is not reliant on large areas of planting mixes and include hedge planting to elevations of dwellings fronting Hive Lane and College Road and large tree species such as Tilia Cordata will be replaced with smaller Cultivar trees along street verges. The soft landscaping within Kiln Pocket Park will be informed by retained archaeology and should include details of the proposed tree pit root barrier.

Thereafter the approved soft landscaping scheme shall be carried out in full during the first available planting season prior to occupation of the adjacent dwelling to which it relates, street planting prior to first use of the road by public vehicles and public open space by occupation of adjacent dwellings. The soft landscaping shall be maintained in accordance with the landscape and ecological management plan (LEMP) to be approved pursuant to the outline planning permission. Any trees, plants or grass that die, are damaged, removed or become diseased within 5 years shall be replaced with a species of a similar size and species during the next available planting season.

Reason - In order to ensure an acceptable and functional standard of development upon completion and to protect below ground archaeological remains, in accordance with adopted Gravesham Local Plan Core Strategy policies CS12, CS19 and CS20 and paragraph 130 of the National Planning Policy Framework.

Details Required prior to First Occupation

11. Prior to the first occupation of the dwelling or area of open space to which they relate, the ecological enhancement measures shown in Figure 1 of the Phase 2 Ecological Mitigation and Enhancement Strategy Rev. B by AA Environmental Limited dated November 2022 shall be installed in accordance with details of their form and siting which have first been submitted to and approved in writing by the local planning authority, and thereafter retained at all times.

Reason - To accord with the terms of the application by ensuring ecological enhancement measures are incorporated and retained as part of the development in accordance with adopted Gravesham Local Plan Core Strategy Policies CS12 and CS19 and paragraph 180 of the National Planning Policy Framework.

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

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

*Informative: Play equipment and street furniture are identified on the approved hardworks plans including informal play and landscape connections to College Road, eastern end of the Mews street adjacent to the cliff*

13. Prior to the first occupation of any dwelling hereby approved full details of the proposed heritage interpretation measures within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall accord substantially with details illustrated and annotated on the approved drawings and Design and Access Statement and shall include:
- a) Kiln Pocket Park above ground interpretation of below ground archaeological remains shown in drawing no. 10986-LD-PLN-310 Issue K – General Arrangement Plan
  - b) Flint detailing along the College Road boundary
  - c) The location, form, appearance, and content of the heritage interpretation boards shown in drawing no. 10986-LDN-PLN-310 Issue K – General Arrangement Plan.
  - d) Low brick play walls and seating areas.

The approved heritage interpretation details shall thereafter be installed prior to the relevant area of open space first being made available for public use or occupation of adjacent residential dwellings and retained at all times.

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

14. Prior to the first occupation of any dwelling hereby approved a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall expand upon the proposals outlined in Phase 2



Technical Note by Stantec dated 24 March 2022 (Ref:332410098) and 12 December 2022 (Ref. 332410098/200.101/TN003 Rev B) including details of the following:

- a) On street parking restrictions and management/enforcement arrangements;
- b) Permit allocation and management of on-street and visitor parking as identified in drawing no. EHV2-BPTW-11-00-DR-A-5600 Rev C06 – Allocated Parking Strategy; and
- c) On street electric vehicle charging infrastructure.

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

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

15. Prior to the first occupation of any dwelling hereby approved a Highway Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The content of Highway Management Plan shall include details of the management and maintenance arrangements for all components of the highway including the carriageway, footpaths, verges/landscaping, street lighting and any other street furniture. The Plan shall also include details of the legal and funding mechanism(s) by which the long term implementation of the Plan will be secured by the developer with the management body responsible for its delivery. The approved Plan will be implemented in accordance with the approved details.

Reason - To ensure adequate management arrangements for private highways, verges and street lighting, to ensure the free flow of traffic on the highway, and to encourage sustainable travel in accordance with Gravesham Local Plan Core Strategy policy CS11 and saved Local Plan First Review Policy P3.

16. Notwithstanding the details on drawing no. 1803/05/2050 Rev B (College Road Proposals), no development above ground level shall take place until revised details of the College Road highway proposals, to include incorporation of landscaping and drainage, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, prior to first occupation of any dwelling fronting College Road the highway improvements shall be completed in full in accordance with a s.278 Agreement to be entered into with the local highway authority.

Reason - In the interests of highway safety and pursuant to the requirements of Gravesham Local Plan Core Strategy Policy CS11: Transport.

#### Compliance Conditions

17. The dwellings identified on drawing no. EHV2-BPTW-XX-XX-SH-A-0707-C03-A3 Phase 2 Accommodation Schedule - plots 17, 21 – 52, 62, 66, 68, 105 – 113, 115 – 118, 120 – 126 and 130 - 132 hereby approved shall be designed and constructed in accordance with optional Building Regulations Part M4 [2] - Accessible and Adaptable Dwellings.

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

18. The development hereby approved shall incorporate measures specified within the Energy and Sustainability Statement v2 by Stantec dated March 2022 (ref. 46600 / 3002):
- (i) Proposed Be Lean Passive Design Measures – Fabric Specification detailed within Table 3.1; and
  - (ii) Building Services detailed within section 3.3.

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

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

19. All dwellings hereby approved shall meet Building Regulations Part G optional requirement for water efficiency of 110 litres per person per day. The water efficiency measures to achieve this, including provision of water butts and composting bins, as set out in the Energy and Sustainability Statement v2 by Stantec dated March 2022 (ref. 46600 / 3002) shall be implemented in full prior to first occupation of the dwelling to which they relate.

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

20. Hard landscaping as shown on the approved plans shall be installed prior to first occupation of the dwelling to which it relates and shall thereafter be retained at all times.

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

21. Visibility splays identified in drawing number 332410098\_200.101\_003 in Appendix A of the Phase 2 Access and Parking Technical Note dated March 2022 shall be provided prior to the road junctions coming into use. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to that Order revoking and re-enacting that Order, no obstruction shall be erected or placed within the visibility splays so as to obscure them.

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

22. The residential vehicle parking and turning areas shown on the approved plans shall be formed, surfaced, drained and marked out prior to the building to which they relate first being occupied. Visitor spaces, the location of which is indicated on the approved drawings, shall be clearly demarcated as such and shall remain unallocated at all times. Notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to it in

any statutory instrument revoking and re-enacting that Order, no development shall be carried out on the site in such a manner or in such a position as to preclude the use of or access to the approved vehicle parking and turning areas.

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

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

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

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

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

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

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

## INFORMATIVES

### **1. ADDITIONAL DOCUMENTS**

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

- Design and Access Statement by BPTW dated April 2022
- Planning Statement by Savills dated 5 April 2022
- Phase 2 Ecological Mitigation and Enhancement Strategy Rev B by AA Environmental Limited dated November 2022
- Arboricultural Implications Report prepared by SJA Trees dated March 2022
- Ecological Technical Note by AA Environmental Limited dated September 2022
- Northfleet Embankment West Heritage and Technical Feasibility Assessment by RPS dated April 2023 v3

- Palaeolithic Archaeological and Geoarchaeological Excavation report by RPS dated February 2021
- Laser Scan and Photogrammetry Survey by Wessex Archaeology dated November 2021
- Northfleet Embankment West Phase 2 Infrastructure Assessment by Stantec dated March 2022
- Northfleet Embankment West, Phase 2 Acoustic report Rev. 2 dated March 2022 (Ref. 332410098)
- Technical Note Additional Acoustic Modelling dated March 2023
- Northfleet Embankment West, Phase 2 - Acoustic Report by Stantec dated March 2022
- Northfleet Harbour Village – Phase 2 – Air Quality Technical Note by Stantec dated March 2022
- Phase 2 Access and Parking Technical Note by Stantec dated March 2022
- RSA Designers Response by Stantec dated October 2022
- Energy and Sustainability Statement v2 by Stantec dated March 2022 (ref. 46600 / 3002)
- Drainage Technical Note by RLT dated March 2022
- Outdoor Lighting Report by Stantec dated March 2022
- College Road Proposals - drawing no. 1803/05/2050 Rev B by RLT dated December 2022
- Northfleet Embankment West – Phase 2 - Amendments and responses to EDC comments – C03 by BPTW dated October 2022
- Response to Highways Comments by Stantec dated October 2022
- Response to First Plan Comments by Stantec dated October 2022
- Response to PLA Comments by Stantec dated October 2022
- Response to Highways Comments by Stantec dated November 2022
- Response to Highways Comments by Stantec dated March 2023

## **2. OUTLINE PLANNING PERMISSION**

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

For avoidance of doubt this reserved matters approval provides information required under conditions 2, 9, 11 and 15 of the outline planning permission subject to any relevant conditions set out in this decision notice. This approval does not however have the effect of discharging any other conditions imposed on the outline planning permission.

## **3. DEVIATION FROM APPROVED PLANS**

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

## **4. BUILDING REGULATIONS AND OTHER CONSENTS**

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

## **5. KCC HIGHWAYS**

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

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

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

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

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

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

## **6. NAMING AND NUMBERING (GBC)**

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

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

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

## **7. KENT FIRE AND RESCUE SERVICE**

Applicants should be aware that in the event of planning permission being granted the Fire and Rescue Service would require emergency access, as required under the Building Regulations 2010, to be established. Fire Service access and facility provisions are a requirement under B5 of the Building Regulations 2010 and must be complied with to the satisfaction of the Building Control Authority. A full plans submission should be made to the relevant building control body who have a statutory obligation to consult with the Fire and Rescue Service.

## **8. POSITIVE AND CREATIVE APPROACH TO DECISION MAKING**

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

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

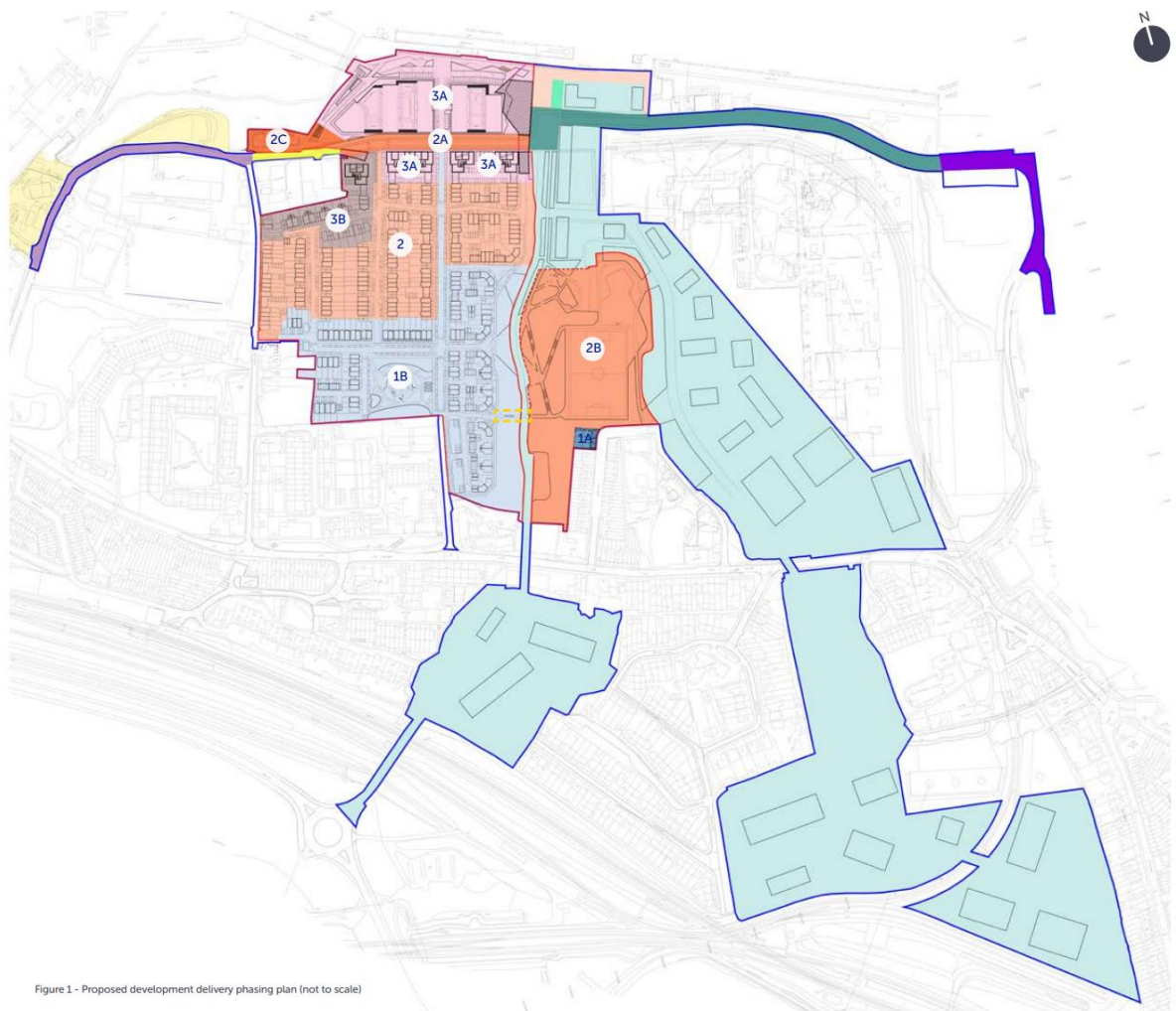
## **1.0 SITE CONTEXT AND PROPOSAL**

### **1.1 Site Context**

#### *Northfleet Embankment West Strategic Site*

- 1.1.1 This application relates to part of the site known as Northfleet Embankment West which lies within the Northfleet Riverside strategic development area as identified in the EDC Implementation Framework. Northfleet Embankment West comprises the former Northfleet Cement Works which ceased operation in December 2008. Demolition of the majority of the buildings and structures was completed in 2010. The whole site covers approximately 31 hectares in area and includes Church Path Pit and Vineyard Pit located to the south and connected to the main site by road tunnels. Northfleet Embankment West includes 12 hectares of residential land to the west of the site and 19 hectares of employment land to the east and south.
- 1.1.2 The wide scale excavation of cement and lime works between the River Thames and Northfleet High Street has led to significant topographical changes in the area. The upper levels of land are 20m to 30m above the lower land levels demarcated by cliffs and slopes.
- 1.1.3 Heavy industry and employment operations take place within the wider Northfleet Riverside including manufacturing, a tissue paper mill, aggregates import, a builder's yard, together with some vacant plots. Within Northfleet Embankment West there are two wharves safeguarded by the Kent Minerals and Waste Local Plan for their minerals function and the waterfront is formed of man-made flood protection walls. Commercial operations take place at 42 Wharf located at the eastern end, which is operated by Tarmac to serve their existing Bulk Powders Import Terminal and will also serve their approved Bulk Aggregates Import Terminal. Robins Wharf lies at the western end adjacent to where the River Ebbsfleet enters the River Thames via Robin's Creek. The redundant Bevans Wharf is no longer operational and is not safeguarded.

- 1.1.4 The site contains one listed building, which is the Grade II Listed Bevans War Memorial located adjacent to the remaining office building. The Grade II Listed Northfleet Lower Lighthouse is located on 42 Wharf that fronts the application site.
- 1.1.5 The wider settlement of Northfleet is located to the southeast of the site, where the land use is predominantly residential, with some commercial uses, including shops, services and other local facilities including a primary school. The North Kent Line passes close to the site and Northfleet Station is located south of Northfleet High Street. Ebbsfleet International and Domestic Stations are also nearby, approximately 0.5km to the south of the North Kent Line.
- 1.1.6 The site lies within the Northfleet Industrial Air Quality Management Area and comprises part of the North Kent Innovation Zone which is designated as an Enterprise Zone.
- 1.1.7 There are a number of Public Rights of Way traversing the site. Public footpaths NU3, NU6, NU42 and NU7 run through the proposed development with NU6 forming part of the England Coast Path running along the River Thames.
- 1.1.8 The image below shows the Northfleet Embankment West site in its wider context:

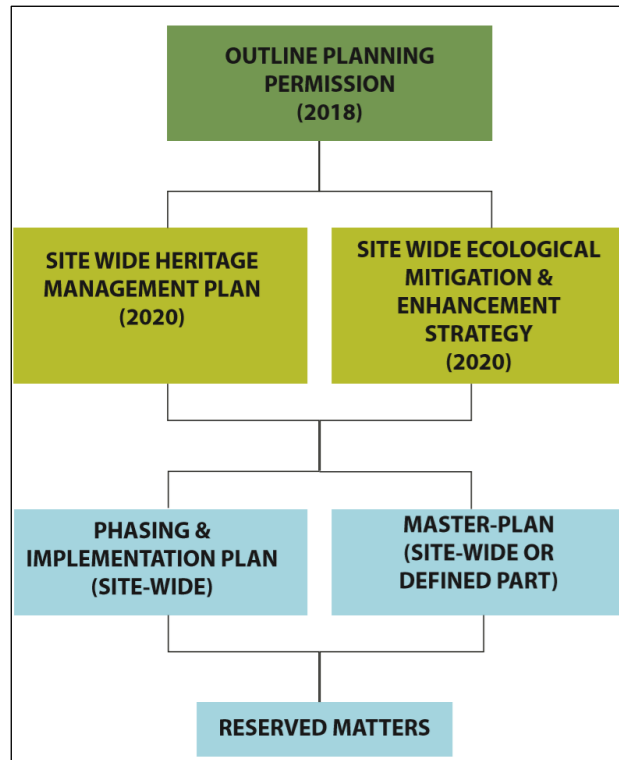


*Planning Background*

- 1.1.9 Outline planning permission (reference EDC/16/0004) with all matters reserved was

granted in June 2018 for a mixed-use development comprising up to 532 residential dwellings, 46,000sqm of employment floorspace, a neighbourhood centre with retail units and a community centre and riverside pubs and restaurants. The permission was accompanied by a s.106 Agreement. The land was subsequently sold and is now in dual ownership. The land approved for residential development was purchased by Bellway Homes in early 2020 and the remaining employment land is owned by Northfleet Property LLP which was acquired by NWM Investments.

1.1.10 The outline planning permission is tiered and requires approval of particular documents prior to being able to move onto the next stage. The structure of the outline permission is shown below.



*Structure of the Outline Planning Permission*

1.1.11 A Heritage Management Plan and an Ecological Mitigation and Enhancement Strategy were approved in April 2020 and May 2020 respectively.

1.1.12 A detailed residential masterplan, approved in December 2020, provides a comprehensive set of design parameters for the residential land. The parameters include different character areas to ensure a locally distinctive development reinforcing local character and heritage, and a high-quality framework against which future reserved matters applications are to be assessed. It also carried forward from the outline planning permission commitments in respect of sustainable building design including incorporation of green/brown roofs on some buildings, electric vehicle charging (active or passive) across the whole scheme, sustainable drainage, water reduction and small-scale renewable energy generation.

1.1.13 A non-material amendment was approved to amend the wording of condition 7 to allow for reserved matters approval to be granted on parts of the site in advance of approval of a site-wide detailed Phasing and Implementation Plan. The proposed change would have the effect of allowing reserved matters approval to be granted for



124 of the 532 dwellings approved by the outline planning permission on the wider site and would allow approval/delivery of standalone infrastructure including Bevans Park, the SUDs park and the Fastrack bus corridor. The Phasing and Implementation Plan would require approval in advance of any further residential RMA approvals or any employment floorspace RMA approvals.

- 1.1.14 Following the non-material amendment to condition 7, Reserved Matters applications were approved for Phase 1A for 3 dwellings in December 2020, Phase 1B for 121 dwellings in November 2021, Phase 2C for SUDs and public realm in December 2022 and Bevans Park Bridge in March 2023. In addition, a standalone full planning permission was granted in February 2023 for an additional 3 dwellings adjacent to Phase 1B. At the time of writing this report the Reserved Matters application for Bevans Park was still under consideration.
- 1.1.15 A non-material amendment was approved to amend the wording of condition 5a to increase the number of residential units from 532 to 567 and increase the size of the community use floorspace in May 2023.
- 1.1.16 The site-wide Phasing and Implementation Plan was approved in June 2023. This sets out a programme for delivery of residential, employment and other floorspace, open space and the provision of infrastructure required to support the development to ensure that the development proceeds in an orderly and balanced manner in respect of both the location of and mix of development.
- 1.1.17 Reserved Matters applications have recently been submitted for Phase 3A and Phase 3B of the residential development, employment land at the Triangle site, Vineyard Pit and Church Path Pit and the Bus Road West and Granby Road sections of the Fastrack route. The deadline for submission of Reserved Matters applications against this outline planning permission has now passed.
- 1.1.18 Alongside the Reserved Matters applications, full planning permission was also granted in July 2021 for the formation of a development platform across the Northfleet Embankment West site, comprising the land benefitting from outline planning permission for residential and employment development, and earthworks for the future residential development have commenced under this stand-alone permission.

*Application Site – Residential Phase 2*

- 1.1.19 The application site comprises an area of approximately 3.1 hectares with site levels reducing from south to north towards the River Thames which lies approximately 300m to the north.
- 1.1.20 Phase 2 is located within the central area of the residential development between Phase 1B to the south, Phase 1A to the southeast and future residential phases 3A and 3B to the north. The site is bounded by College Road, which runs north to south on the western edge of the site. To the east is the employment land to be developed as part of the wider outline planning permission and a proposed electricity substation, with full planning permission, that has not yet been implemented.
- 1.1.21 The main access to the development is proposed through Phase 1B via an extension of Hive Lane which itself is accessed from Northfleet High Street. Access will also be gained for two parking courts from College Road.

1.1.22 Existing residential properties lie to the west in College Road, as well as land in existing employment use. To the east, at a lower land level, lies the commercial access road serving Tarmac and the commercial wharf operations. Beyond this, to the southeast, lies a prominent escarpment proposed for a heritage park (Bevan's Park), public open space to serve both existing and future residents. The park levels would align with that of Phase 1B with a new pedestrian/ cycle bridge as a link between them, providing east-west connectivity between the residential land through the heritage park and to the local primary school.

1.1.23 The site lies within Flood Zone 1, Groundwater Source Protection Zone 2 (Outer Protection Zone) and Northfleet Industrial Air Quality Management Area declared for particulates emissions.

## 1.2 Proposal

1.2.1 This application seeks approval of reserved matters including details of access, layout, scale, appearance, and landscaping for 130no. dwellings, of which 40no. would be delivered as affordable housing, and with associated highway infrastructure, parking, and servicing.

1.2.2 This reserved matters application is submitted pursuant to the parameter plans approved in the outline planning permission and the approved detailed residential masterplan. The proposal has a mix of 2, 3 and 4 bed detached, semi-detached and terraced house types across the scheme.

1.2.3 The proposals would provide the following accommodation:

<b>Dwelling Type</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>	<b>Total</b>
Private House	27	47	16	90
Shared Ownership House	14	14	4	32
Affordable Rented House	5	1	2	8

1.2.4 The diverted route of Public Footpath NU3 will run through Phase 2 in addition to other pedestrian and cycle routes.

1.2.5 The outline planning permission has conditions imposed that require submission of additional details alongside reserved matters application. This application seeks to discharge conditions 9 (a – d) for finished floor levels, noise attenuation, ecological mitigation and enhancement strategy and schedule of public open spaces, condition 11 for an updated sustainability statement, condition 15 for details of public realm and public art and condition 40 for retention of the College Road flint boundary wall.

1.2.6 The application is accompanied by the following:

- Location and Site Plans
- Strategy Plans – Parking, Refuse, Cycle, Roof Plan/PV, Material and Finished Floor Levels
- Street Elevations
- Floor Plans and Elevations
- Hard and Soft Landscaping, Boundaries and Edging Plans

- Planning Statement
- Design and Access Statement
- Ecological Mitigation and Enhancement Strategy
- Heritage Excavation Report
- Heritage and Technical Feasibility Assessment
- Infrastructure Assessment including Acoustic Report and Air Quality Technical Note
- Statement of Community Involvement including Northfleet Art Competition Report
- Energy Sustainability Statement
- Access and Parking Technical Note
- Lighting Report and Strategy

## 2.0 RELEVANT PLANNING HISTORY

### *Wider Northfleet Embankment West Site – Outline Planning Permission*

- 2.1 **EDC/16/0004** - Outline application with all matters reserved for a mixed development including up to 532 dwellings and up to 46,000 sq. m employment floorspace. Approved by EDC on 8<sup>th</sup> June 2018.
- 2.2 **EDC/19/0124** - Application for non-material amendments to conditions 7 and 8 of outline planning permission reference no. EDC/16/0004 to allow submission of the Phasing and Implementation Plan and Detailed Masterplan for approval either prior to or at the same time as submission of the first Reserved Matters application. Approved by EDC on 8<sup>th</sup> August 2019.
- 2.3 **EDC/19/0201** - Application for the discharge of condition 6(a) attached to outline permission reference no. EDC/16/0004 relating to a site-wide Heritage Management Plan. Approved by EDC on 17<sup>th</sup> April 2020.
- EDC/19/0202** - Application for the discharge of condition 6(b) attached to outline permission reference no. EDC/16/0004 relating to an Outline Ecological Mitigation and Enhancement Strategy. Approved by EDC on 21<sup>st</sup> May 2020.
- 2.4 **EDC/20/0077** - Application for non-material amendment to outline planning permission reference EDC/16/0004 to allow for the relocation of the community facility involving (i) change to description of development, (ii) changes to the wording of condition 4 to replace the Land Use and Development Framework Parameter Plans and (iii) changes to wording of condition 14. Approved by EDC on 17<sup>th</sup> December 2020.
- 2.5 **EDC/23/0034** - Non-material amendment to outline planning permission reference EDC/16/0004 to amend the Description of Development and wording of Condition 5(a) to allow for a revised total of up to 567 residential dwellings (Use Class C3) and to amend the wording of Condition 14 to increase the minimum floorspace of the community facility. Approved by EDC on 28<sup>th</sup> April 2023.

### *Phasing and Implementation Plan*

- 2.6 **EDC/20/0079** - Application for the discharge of condition 7 attached to outline planning permission reference no. EDC/16/0004 relating to a detailed Phasing and Implementation Plan. Approved by EDC on 29<sup>th</sup> June 2023.

- 2.7 **EDC/20/0176** - Application for non-material amendment to outline planning permission reference no EDC/16/0004 to amend the wording of condition 7 to allow development on land at Factory Road to be commenced in advance of the site-wide Phasing and Implementation Plan. Approved by EDC on 17<sup>th</sup> December 2020.
- 2.8 **EDC/21/0138** - Application for non-material amendment to outline planning permission reference EDC/16/0004 to amend the wording of condition 7 to allow development on parts of the site to be commenced in advance of approval of the sitewide Phasing and Implementation Plan. Approved by EDC on 7<sup>th</sup> January 2022.

*Residential Masterplan*

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

*Reserved Matters – Residential land*

- 2.10 **EDC/20/0076** - Application for approval of reserved matters (relating to access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land at Factory Road (**Phase 1A**) comprising the erection of 3no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, and ecological mitigation and enhancement strategy (Condition 9), renewable energy, water conservation and carbon reduction technologies (Condition 11), soft landscaping, boundary treatments, and the treatment of public highways and vehicle parking (Condition 15), land re-profiling (Condition 17), measures to protect existing infrastructure (Condition 19), and surface materials (Condition 30). Approved by EDC on 18<sup>th</sup> December 2021
- 2.11 **EDC/21/0081** - 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). EDC Planning Committee resolution to approve on 17<sup>th</sup> November 2021.
- 2.12 **EDC/21/0206** - Reserved matters pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north and east of College Road (**Phase 2C**) to create a Sustainable Urban Drainage System and associated public realm, including details relating to site levels, ecological mitigation and enhancement strategy, details of design and maintenance of public realm (Condition 9), surface materials palette, furniture, lighting strategy, soft landscaping and boundary treatments, public art and heritage interpretation including timescales for provision (Condition 15). Approved by EDC on 21<sup>st</sup> December 2022. **EDC/21/0222** - 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 and west of Factory Road (Phase 2B) to create a heritage park and playing pitch including a pedestrian/cycle bridge and public realm together with details relating to site levels, ecological mitigation and enhancement strategy, noise attenuation, details

of design and maintenance of public realm (Condition 9), soft landscaping, boundary treatments, furniture and play equipment, lighting strategy, public art and heritage interpretation including timescale's for commissioning and installing public art, provision for heritage interpretation and deployment of artefacts (condition 15). Approved on 21<sup>st</sup> December 2022.

- 2.13 **EDC/22/0120** – Construction of a Pedestrian/Cycle Bridge over the highway (Bevans Park Bridge). Approved by EDC on 23<sup>rd</sup> March 2023
- 2.14 **EDC/23/0078** - Reserved Matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land south of the River Thames (**Phase 3B**) comprising the erection of 40 no. 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). Pending decision.
- 2.15 **EDC/23/0086** - 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 east of College Road (**Phase 3A**) comprising the erection of 273 no. 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), community facility (condition 14), 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). Pending decision

*Reserved Matters – Employment Land*

- 2.16 **EDC/23/0096** - Reserved Matters Application (matters relating to access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for the employment land at the Triangle Site and Vineyard Pit comprising the erection of industrial and logistics units (Use Classes E(g)(iii) and/or B2 and/or B8) with ancillary office accommodation, external yard areas, staff and operational vehicle parking, servicing and associated works. Pending decision.
- 2.17 **EDC/23/0097** - Reserved Matters Application (matters relating to access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for the employment land at Church Path Pit comprising the erection of industrial and logistics units (Use Classes E(g)(iii) and/or B2 and/or B8) with ancillary office accommodation, external yard areas, staff and operational vehicle parking, servicing and associated works. Pending decision.

*Fastrack route*

- 2.18 **EDC/22/0132** - Application for the partial discharge of Condition 8 attached to planning permission reference no. EDC/16/0004 relating to a detailed Masterplan for the Fastrack route and adjacent land within the non-residential land. Pending decision.

- 2.19 **EDC/22/0133** - Reserved Matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land east of Grove Road and west of Granby Road comprising the Fastrack route together with associated infrastructure including details relating to site levels, ecological mitigation and enhancement strategy, and public open space (condition 9), design and maintenance of the public realm (condition 15). Pending decision.
- 2.20 **EDC/22/0142** - Highways improvement including road widening at The Shore/Granby Road to accommodate two-way running of the eastern extent of the Fastrack route. Pending decision.
- 2.21 **EDC/23/0100** - Reserved Matters Application pursuant to Condition 2 of Outline Planning Permission (OPP) reference EDC/16/0004 for the creation of Fastrack Bus Road West Route (**Phase 2A**). Pending decision.
- 2.22 **EDC/23/0101** - Reserved Matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 at Granby Road comprising the Fastrack Granby Road route together with associated infrastructure including details relating to site levels (condition 9). Pending decision

*Wider Northfleet Embankment West Site – Development Platform*

- 2.23 **EDC/20/0147** - Formation of a development platform (residential and employment) comprising excavation and infilling of the site, including access roads. Approved by EDC on 7<sup>th</sup> July 2021
- 2.24 **EDC/22/0117** - Installation of a 33/11kV primary electricity substation with associated vehicular access and boundary fencing. Approved by EDC on 2<sup>nd</sup> March 2023.

### **3.0 PUBLICITY AND REPRESENTATIONS**

- 3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list of planning applications
- 3.2 Neighbour notification letters were sent to 227 local addresses as well as adjoining major landowners Tarmac and NWM Properties.
- 3.3 The proposals were also advertised on site via 8no. notices and publication in a local newspaper for the following reason: Major Development.
- 3.4 In addition, Northfleet North ward councillors and Northfleet Harbour Restoration Trust were notified.
- 3.5 Although Bellway Homes did not have a specific in-person public consultation event for Phase 2 there is ongoing online public consultation website for all phases of the Harbour Village development.
- 3.6 At the time of writing this report **31no. written representations** were received for this application, summarised as follows:

- Loss of industrial heritage – kilns and factories should be incorporated into the development. The cement industry shaped Northfleet. These relics should be preserved not destroyed. These are some of the earliest and best-preserved cement kilns and cement factory and are likely to be of national significance and should be protected, used for education purposes, put to community use or moved to the heritage park.
- Highways impacts - Increase in traffic. Inadequate access Inadequate parking provision. Inadequate public transport provision
- Impact on residential amenity – Loss of light. Loss of privacy. Overlooking. Loss of parking. Close to adjoining properties. Noise nuisance.
- Environmental impacts - Impact on local ecology. Increased flood risk. Increased pollution. Contaminated land.
- Design – Out of keeping with the character of the area. Overdevelopment of the site. Houses are too small. Buildings too high. Not enough open space.
- Impact on local services and facilities - Strain on existing community facilities like hospital. Negative long term impact on the existing Northfleet residents

3.7 First Plan on behalf of Aggregate Industries UK Ltd (AI) and Brett Aggregates Ltd (BA) (10/05/2023) AI and BA operate 24/7 at Robin's Wharf. They object to the proposed development and highlight the planning policy context and requirements for safeguarding wharves. They draw attention to the 'agent of change principle' which places responsibility on the developer to mitigate against impacts from existing noise generating uses on proposed new noise sensitive development. They raise concerns about the noise levels internally and within external amenity areas, which could lead to complaints and nuisance action against that might adversely affect their industrial activities and request further information on mitigation measures. It is considered that the objection can be resolved through submission of additional information relating to noise levels and mitigation. They request further information on which 6 plots will have mechanical ventilation, what is considered an appropriate noise level and how unacceptable internal noise levels will be avoided.

*EDC Officer Comment: Additional information was submitted relating to noise. First Plan were re-consulted and maintain their objection. The information they have requested is contained within the acoustic assessment and technical note. It is considered that acceptable noise levels can be achieved subject to appropriate mitigation that will be secured by condition. This is addressed in the noise section below.*

3.7 Cllr Conrad Broadley (24/10/2022) I am writing to object in the strongest possible terms to the loss of our heritage at Northfleet and hope you will reject this part of the application, the discovery of the rare cement factory with its row of six kilns and associated factory infrastructure was truly a gift and should not be squandered for short term ephemeral commercial gain, the bigger gain would be to have a long lasting memorial to the cement industry that lead the world in the industrial revolution and be available for school field trips, education and tourism. There is no doubt about the significance of the find, just one kiln down the road is a Scheduled Ancient Monument which is the highest status you can get for heritage importance and here we have 6 in a row with a complete factory underneath. This importance is also borne out by the Heritage Assessment from RPS consulting where it states "6.1. The consensus from KCC Archaeology, RPS, Historic England and the project team is that the identified surviving remains associated with early phases of the cement industry, revealed during the construction of the consented development platform, represent one of the earliest and best-preserved complexes of the Portland cement manufactory. They

are therefore considered likely to be of national significance for their contribution to the development of this industry and its subsequent connection with industrialisation across Britain and the world.”

It is of great concern that the original outline application for this site back in 2010 had a Summary Built Heritage Assessment carried out on behalf of the landowner and despite surveying in detail some of the tunnels it failed to highlight the significance of the tunnels as part of the early Victorian cement factory with the potential for other finds, had they done so the recent finds wouldn't have been such a surprise to Bellways and would have been reflected in the price of the land and we would have had a heritage strategy more befitting of such an important heritage site. The significance of these tunnels with one's conversion to an air raid shelter and the other being left exactly as it was when the workers downed tools really should warrant their survival as well as the kilns.

Before making any decisions based on structural integrity and strength an independent structural survey should be undertaken by a conservation architect and structural specialist, decisions made on the condition of the structure really need to be informed by an appropriately qualified heritage structures expert, it is not enough to just take the word of a builder that specialises in new build nor the advice of an archaeologist, the structure was overbuilt in its time which is why it was easier to bury it rather than demolish and why we can still see it today, as for appearance once restored it will look great.

Looking at the below pictures (photographs of kilns and tunnel enclosed) it can be clearly seen that the 6 kilns are in very good condition as is the factory underneath, the huge cavern has obvious signs where the joists used to be, these could be restored with flooring and this huge space would make for a great area for interpretation and double as a community space as well, having the entries to the kilns on show underneath is equally important as having the kilns on show on top so as to aid interpretation and an understanding of the processes used and the conditions our ancestors worked in.

Please, please, please do not allow this great piece of heritage to be destroyed and lost in the same way as Rosherville Gardens Bearpit was lost to the local community, the EDC has a great opportunity to leave a lasting legacy here that the local residents both existing and new will be truly grateful for.

### 3.8 Cllr Mochrie-Cox

(01/11/2022) As the Cabinet Member at Gravesham Borough Council responsible for Heritage I am offering the below comments on the above application that relates to the kilns and heritage.

These kilns represent a unique part of the history of Northfleet and the wider Borough of Gravesham especially its industrial heritage which has played an essential role in the growth and development of not just the Borough but the county of Kent and further afield. Whilst it is unfortunate this has only been discovered at a very late stage it is clearly of significant importance in terms of both local heritage and the evolution of the Portland Cement industry. Taken together with other designated and non-designated assets within Northfleet, the remains provide an important opportunity to raise the profile of this area in terms of industrial and maritime history, which in the past has been sadly neglected. As my Councillor colleague Cllr Conrad Broadley has said, and I agree, there is no doubt about the significance of this find, as he states, *'just one kiln down the road is a Scheduled Ancient Monument*



*which is the highest status you can get for heritage importance and here we have 6 in a row with a complete factory underneath'. Having viewed just some of the comments I agree with colleagues across the sector that full investigation and exploration into looking at how best to capture, preserve and protect this part of Northfleet's heritage is essential including working in true partnership with our local historical and archaeological societies and interested individuals as well as the local authorities and national bodies and authorities. I fear, as I am sure do others, that a 'watching brief' approach is code for 'do what the developers want' rather than what can be protected and preserved and achieved in partnership with the right time and funding from those funds that could support the preservation of such historical assets. Such assets also have the potential to assist in place-making as well as being an important resource when it comes to growing the visitor economy; as an educational resource; when it comes to growing the visitor economy; as an educational resource; and in forging an identity around which existing and new communities can unite.*

One could argue that the EDC was set up to fund the infrastructure that developers would not, and I suggest that this is clearly something that should be considered as part of the stated desire by the EDC to help preserve Northfleet's identity and its heritage.

I note some comments made anecdotally and elsewhere that this proposed developmental approach is due to the lack of a long-term Heritage Strategy for this area therefore potentially allowing much leeway in the decision making of the EDC. For your and everyone information I attach in this email and place the link below of the Gravesham Borough Council Tourism and Heritage Strategy highlighting our long term vision which is *'To realise and develop Gravesham's potential to attract visitors as part of its overall ambition to grow the contribution that the visitor economy can make to local economic growth and change and also to seek, where possible, to promote and protect our rich heritage and history for future generations'*

So, I formally object to any part of the development that does not take into account the preservation and protection of these kilns for future generations and I hope and expect that the rest of the development is designed in a way that fits in with the character of the area (a material planning consideration) and in materials such as brick, slate, flint etc and that the best efforts of EDC and developers are deployed to ensure that Northfleet's history, heritage and identity are preserved and maintained and not destroyed for profit and expediency.

#### **4.0 CONSULTATION RESPONSES**

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

***Environment Agency***

(08/06/2022) The EA have reviewed the information submitted and advise that, if no construction can start until the detailed drainage design and site reports on ground conditions have been approved, they agree that reserved matters can be approved.

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

**Gravesham Borough Council Planning**

(12/07/2023) There are no comments from GBC in relation to conditions 9, 11 and 15 of application EDC/16/0004.

**Gravesham Borough Council Housing**

(12/07/2023) I can confirm agreement to the Revised Tenure Strategy dated 18th April 2023 setting out the sizes, tenure and location of the affordable housing in this phase of the development. I also note the sizes of the affordable housing units in the Revised Phase 2 Housing Schedule dated 18th April 2023 which includes the sizes of the affordable units.

**Gravesham Borough Council Highways Officer (GBC Highways)**

(12/07/2023) It is disappointing that the applicant wishes to maintain the roads as private. This places additional financial burdens on the residents and causes confusion over responsibilities for various activities, such as maintenance and car parking enforcement. It should be noted that even if the developer does not have or intend to the road adopted initially, there are mechanisms available which may permit adoption, although this can be a costly and time consuming process.

It is therefore beneficial to all concerned that the road is built to adoptable standards and for the developer to have Kent County Council check the design and inspect the construction to ensure compliance with the Highway Authority's requirements. The proposals for visitor parking appears to be totally inadequate at 7 spaces, Interim Guidance Note 3 of the Kent Design Guide suggests that there should be one parking space for every 5 dwellings or 20% of the total dwellings which here equates to 26 spaces a considerable increase on the provision, which could result in inappropriate parking within the development, depending on the level of enforcement provided or overspill onto the existing residential streets to the detriment of the existing residents.

This site is not within the core Ebbsfleet Development Corporation area, and so greater care should be exercised in determining the appropriate car parking provision, but even there the Corporation appears to promote 20% visitor parking.

It should also be pointed out that the Vehicle Parking Standards are dated and should no longer be used as they conflict with the National Planning Policy Framework 108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Whilst there may be some justification for the central area of Ebbsfleet around the railway station and the Eastern Quarry site to have maximum vehicle standards imposed due to the potential level of development, the application of such standards to sites away from that core would appear to be more tenuous. It is essential to ensure visitors are provided with adequate car parking, particular when one considers visitors who may be mobility disadvantaged and require close access to their eventual destination, this design does not do that and can be considered of excluding the needs of the mobility impaired.

It is understood that car ownership in the riverside area of Northfleet averaged 1.15 vehicles per household (TEMPRO figures). So, 130 dwellings equate to 150 parking spaces if provided communally plus the 26 for visitors or 176 communal parking spaces. I note there appears to be 27 dwellings with on plot car parking provision for two cars, reducing that available for the remaining properties to 132. One hundred and three dwellings would require 119 car parking spaces if offered communally and with direct access to the space, which does not always appear to be the case with parking behind other parking spaces in many locations within the communal areas.

I therefore consider the proposed car parking provision for this development is inadequate, particularly for visitors and in particular disabled visitors. In addition, if the developer and the Planning Authority wish to encourage Active Travel, they should make secure parking available for cyclists that may visit the residents and not just the residents.

*EDC Officer Comment: Ebbsfleet Residential Parking Standards (ERPS) seeks 20% of the total parking spaces within the public realm to be unallocated to provide visitor parking. Phase 2 provides 53 on street parking spaces that are allocated to residents with 7 spaces unallocated for visitors, which is a total of 13%. This is lower than desirable but not significantly so. The application site is located in an area identified as 'highly accessible' within the ERPS within 400m of a Fastrack route (once complete) and 800m of a train station where lower than usual levels of parking will be accepted. Visitor cycle parking will be provided within the public realm.*

**Gravesham Borough Council Parking Services (GBC Parking)**

(12/07/2023) Our only comments would be to ensure that there is ample parking provisions for both residents and visitors.

**Gravesham Borough Council Environmental Protection (GBC EHO)**

(12/07/2023) This Service is in receipt of a Technical Note report provided by Stantec, dated 28<sup>th</sup> March 2023. This document contains the results of additional noise modelling by Stantec, which identified 28 plots exposed to potentially high external industrial noise levels at night, with 6 plots identified to have mechanical ventilation.

The Service has also reviewed the Technical Note by WBM Acoustic Consultants dated 8<sup>th</sup> May 2023, which provided comments on the Stantec Report in question. This Service generally agrees and supports the contents and recommendations set out in the WBM Technical Note and would expect Stantec to tend to the concerns outlined, most notably:

- The 6 plots that are to have mechanical ventilation should be clearly identified on a plan.
- The mechanical ventilation system will need to have appropriate internal noise levels, however Stantec have not set any internal noise limits.

Once the above concerns have been addressed, this Service would be satisfied to recommend partial discharge of Condition 9b.

*EDC Officer Comment: This information has been provided in the acoustic assessment and technical note.*

**Kent County Council Highways and Transportation (KCC Highways)**

(07/07/2023) The note dated 3<sup>rd</sup> July responds to comments made from December 2023. It must be noted that the roads are not to be offered for adoption and the public must be made aware of this. On-going maintenance for private roads will not fall to

KCC and will be a private matter. New house owners rarely understand what is meant by “road adoptions” and often request KCC to take on the adoption, after they realise the road they live on is not publicly maintained. It must be noted that after 20 years of uninterrupted use, highway rights are attained over private roads. I understand the reasons however, if policy changes in due course then I would request the developer re-considers offering the road for adoption.

I note that there will be a Parking Management Plan with permits being issued by the private management company to residents, which must be managed at all times. I would suggest that this is conditioned for lifetime of the development.

I would suggest that the plans within the appendices of the Transport Note previously submitted are conditioned to ensure that all visibility splays for all users of the highway are maintained, turning areas and the car parking areas are built to the plans shown. The tracking diagrams are acceptable from a development planning perspective.

Whilst there are proposed changes to College Road, I cannot agree the detail of the S278 works until my colleagues within the Drainage Team are content with the drainage strategy. I would encourage the applicant’s engineer to liaise directly through the Technical Audit Process with KCC to agree the design detail. The principle of the build out solution is welcomed, but the detailed design must be agreed with the relevant Asset Managers at KCC.

As the proposals stand, as long as the condition regarding the car parking management plan control on the site is secured and that it has to be controlled at all times with the security of this in perpetuity, then I can see no highway safety or highway capacity reason for refusal.

*EDC Officer Comment: Although KCC Highways have raised concerns they note there is no highways safety of capacity reason for refusal. The NPPF in paragraph 111 provides that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

**Kent County Council Public Rights of Way (KCC PROW)**

(17/06/2022) No objection. The PROW footpaths NU3 and NU42 within the development footprint have been addressed in previous applications with diversion.

**Kent County Council Ecology (KCC Ecology)**

(01/11/2022) We have compared the proposed layout with the illustrative masterplan submitted with the original application and are satisfied that the submitted plans largely correspond with what was original proposed and do not result in the loss of any previously agreed ecological mitigation areas. As such we have no comments to make on the proposed layout but do highlight the following with regard to the eastern boundary.

Along the eastern boundary the Ecological Mitigation and Enhancement Strategy details that a dark zone will be created. The detailed site plans demonstrate that this area will be adjacent to roads and therefore it is likely that the area will be impacted by lighting. A lighting plan has been submitted and detailed that the proposed road lighting will result in light levels of at least 1lux within that area. However, we highlight that the plans have not taken in to account the proposed lighting from the adjacent road or any lighting required for the adjacent footpath.

We advise that the information submitted as part of condition 47 of the outline permission must include an assessment of the impacts of lighting on the dark corridor and provide details of any mitigation to minimise the impact. We recommend that the lighting for the road follows KCC standard approach to reduce the light levels over the course of the evening/night to further minimise lighting impacts.

Condition 9 states: Applications for approval of Reserved Matters to be submitted pursuant to condition 2 shall include the following:

c) detailed Ecological Mitigation and Enhancement Strategy to be informed by the Outline Ecological Mitigation and Enhancement Strategy to be approved pursuant to condition 6. The Strategy shall be informed by up to date ecological surveys and shall include a timetable for implementing the proposed measures and the development shall be carried out strictly in accordance with the approved details.

An Ecological Mitigation and Enhancement Strategy has been submitted to discharge condition 9 of the outline permission. The report was written in March 2022 and when we commented in June 2022 we highlighted that it did not provide an update of current site conditions to confirm that suitable habitat has not established for protected species. Photos have been provided and confirmed that the site is bare earth and there is no vegetation within the site to support protected/notable species. As such KCC are satisfied that an updated mitigation strategy is not required.

The report has detailed that 9 black redstart boxes and 4 bat boxes will be incorporated in to the site. As the site is for 130 dwellings we advise that more than 13 integrated boxes can be incorporated in to the site. Prior to the discharge of the condition we recommend that an updated ecological enhancement plan is submitted.

*EDC Officer Comment: The latest version of the EMES included additional ecological enhancements including 13 bird bricks and 8 bat tubes.*

### ***Kent County Council Heritage (KCC Heritage)***

(04/07/2023) This reserved matters re-consultation has been made with an updated Heritage and Technical Feasibility Assessment (April 2023 (v3)) with the associated bibliography (Parts 1 – 3) and revised site plans to accommodate the preservation in situ, below ground, of an early cement kiln with its associated access tunnels and chambers.

The updated Heritage and Technical Feasibility Assessment describes the planning background for the archaeological work at the Former Northfleet Cement Works site and includes a list of the heritage and archaeological reports for the site and a list of the briefs and specifications for the archaeological works, including the watching brief on the formation of the consented development platform.

The updated Heritage and Technical Feasibility Assessment explains how the discovery of complex and largely unexpected, 19<sup>th</sup> and 20<sup>th</sup> century industrial remains during this archaeological watching brief necessitated an iterative approach to archaeological investigation and interpretation to inform decisions about the significance of the archaeological remains and the appropriate mitigation of development impacts. As a result of the archaeological works, all parties agreed that the archaeological remains associated with the earliest phases of the Portland cement industry at the site were of potential national significance and that every effort should be made to preserve as much as possible of the most significant structures, which included tunnels, kilns and associated structures.

The updated Heritage and Technical Feasibility Assessment includes a section on the applicant's assessment of the feasibility for preservation in situ of different parts of the industrial remains and the technical constraints in respect of the outline development and consented development platform. The supporting technical constraints and feasibility assessments are set out in referenced documents. The updated Heritage and Technical Feasibility Assessment and associated referenced documents define those parts to be preserved in situ and the methods to achieve this. For those parts where preservation in situ could not be achieved the report documents the agreed approach to archaeological investigation and recording under the umbrella of the agreed archaeological watching brief methodology. This has been a complex process with significant health and safety considerations due to the scale of the tunnels and associated kilns and buildings.

At a site monitoring meeting on 29<sup>th</sup> June 2023 it was agreed that the archaeological investigations and recording in the Phase 2 area have now been completed.

The updated Heritage and Technical Feasibility Assessment sets out the site-wide heritage strategy and a list of commitments which includes the aforementioned preservation in situ of specified industrial archaeological remains, delivery of the Heritage Park within Bevans Park and the relocation of artefacts such as wagons to the Heritage Park, a Heritage Trail, heritage-related hard and soft-landscaping, heritage display and interpretation boards, reports, publications and a film to interpret and promote the heritage of the site to residents and visitors.

In conclusion, I am satisfied that the updated Heritage and Technical Feasibility Assessment (April 2023 (v3)), its associated and referenced supporting documents and previously approved 'control' documents such as the Heritage Management Plan, provide an appropriate description, assessment and explanation of the archaeological issues encountered at this site and together present a reasonable set of commitments to preservation in situ, display, interpretation and the promotion of the archaeological heritage.

The updated Heritage and Technical Feasibility Assessment notes that the precise details for the post-excavation mitigation measures such as the post-excavation assessment report, information and interpretation boards, heritage trail, the Heritage Park and the preserved tunnels etc. will all be the subject of future submissions to the planning authority. For future reference it is my understanding that the documents submitted for this application re-consultation EDC/22/0058 effectively replace and allow closure of applications EDC/22/150 and EDC/22/153.

***Kent Fire and Rescue***

(10/06/2022) I confirm that the means of access for the fire and rescue service would be considered satisfactory subject to the details within the Transport Document (11 April 2022), specifically paragraph 9.3 which should also consider turning facilities and the Fire Vehicle tracking plans within Appendix C, being designed and implemented as proposed.

***Kent County Council Lead Local Flood Authority (KCC LLFA)***

(07/06/2022) Kent County Council as Lead Local Flood Authority reviewed the reserved matters application in the view of surface water drainage arrangements and raise no objections to the proposals.

Please Note: The LLFA have provided consultation comments in relation to Condition 23 for surface water drainage under application reference number EDC/21/0072. Within this application, drainage simulations for the climate adjusted 100 year event

identified a number of manholes within the network that have exceedance. Whilst we are waiting for details to be provided as to how this is managed, we do not view this as a matter for the reserved matters application.

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

**Kent County Council Minerals and Waste Policy Team**

(06/06/2022) The County Council has no minerals or waste management capacity safeguarding objections to make regarding this proposal.

**Natural England (NE)**

(19/05/2022) Natural England have provided their generic advice only. NE is not able to fully assess the potential impacts of this proposal on statutory nature conservation sites or protected landscapes or, provide detailed advice on the application. If you consider there are significant risks to statutory nature conservation sites or protected landscapes, please set out the specific areas on which you require advice.

The lack of detailed advice from Natural England does not imply that there are no impacts on the natural environment. It is for the local authority to determine whether or not the proposal is consistent with national and local environmental policies. Other bodies and individuals may provide information and advice on the environmental value of this site and the impacts of the proposal on the natural environment to assist the decision making process.

*EDC Officer Comment: Previous detailed guidance was given at the outline stage and bird disturbance mitigation has been secured through a financial contribution to the Thames, Medway and Swale Strategic Access Management and Monitoring Strategy. It considered that the proposal is consistent with national and local environmental policies as set out in the appraisal below.*

**Port of London Authority**

(09/05/2023) The PLA retains an objection to the proposed development based on the additional information submitted in the Stantec Technical Note dated 28<sup>th</sup> March 2023.

The additional noise technical note in section 5.4 states that as a result of further acoustic modelling, the worst-case scenario (scenario 4) indicates that 28 properties will have one or more facades exposed to sound levels from wharf operations of greater than 45 dBA. Of these 28 properties, 22 will have the ability to open a window on a façade exposed to sound levels from wharf operations of less than 45 dBA, allowing an occupant with the option to open a window on a quieter façade if desired. The remaining six properties that do not have this capability will be installed with mechanical ventilation, with further details on this to be submitted and approved prior to any occupation.

As part of this application it must be made clear which 6 properties are proposed to have mechanical ventilation installed, and full details for the proposed mechanical ventilation provided. In addition, of the 22 other properties which will potentially encounter increased noise levels at one façade, it must also be made clear which these are and which facades are affected. Where future occupants will be obliged to open a specific window, and keep other windows closed, it is

considered unlikely that this will be able to be carried out, unless the windows of the most exposed façade can be sealed shut. In particular, where the façade exposed to sound levels from wharf operations of greater than 45 dBA are shown as bedrooms on the proposed drawings the PLA recommend that the provision of mechanical ventilation and fixing shut of worst affected windows must be considered for these properties, as it would be inappropriate to expect future occupants to open a window elsewhere within the property as the proposed noise mitigation measure. This appears to be the case for various properties including those shown in revised terraces 21, 31, 32 and 33. This is considered essential to ensure that the nearby safeguarded wharf operators, and future residential occupants are protected, as any potential complaints from future occupiers could lead to a restriction of activity taking place at these safeguarded wharves, contrary to policy DM8 of the Kent Minerals and Waste Plan which states that development within 250m of safeguarded facilities need to demonstrate that various impacts, including noise, that may legitimately arise from the activities taking place at the safeguarded sites would not be experienced to an unacceptable level by occupants of the proposed development.

Related to this, as part of the proposal to install mechanical ventilation, the PLA and wharf operators must be consulted on the details of this prior to any acceptance and installation of the proposed infrastructure. Consideration must also be given to the need for future occupiers of the development to be informed of the general nature and extent of activities that take place at the surrounding safeguarded wharves, including that they may be in operation 24 hours a day, as well as inform future occupants details of the proposed mitigation measures, (including the mechanical ventilation) that are to be put in place to ensure that appropriate internal noise levels can be met. Example wording with regard to this has previously been provided and is attached above for information.

*EDC Officer Comment: The acoustic assessment was reviewed by EDC's noise consultant, as set below. Details of the mechanical ventilation will be required via condition.*

### **Southern Water**

(09/06/2022) The public foul sewer abandoning proposal dealt under (DS\_DOS-121835) has been approved by Southern Water under Section 185 of the Water Industry Act application process.

No discharge of foul sewerage from the site shall be discharged into the public system until offsite drainage works to provide sufficient capacity within foul network to cope with additional sewerage flows are complete. Southern Water is currently in process of designing and planning delivery of offsite sewerage network reinforcements.

If the applicant wish to offer the sewers for adoption under section 104 of the Water Industry Act, the drainage design should comply with the Sewerage Sector Guidance ([water.org.uk/sewerage-sectorguidance-approved-documents/](http://water.org.uk/sewerage-sectorguidance-approved-documents/)) standards and Southern Water's requirements. Please note that non-compliance with the Sewerage Sector Guidance standards will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers.

Under current legislation, Southern Water can consider the adoption of SuDS if they are to be designed and constructed in line with the Design and Construction Guidance: ([water.org.uk/sewerage-sector-guidance-approved-documents/](http://water.org.uk/sewerage-sector-guidance-approved-documents/)).



The Council's technical staff and the relevant authority for land drainage should comment on the adequacy of the proposals to discharge surface water to the local watercourse.

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

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

Gravesham Borough Council Leisure Manager  
Gravesham Borough Council Waste Services  
Kent Police  
Kent Wildlife Trust  
National Grid Plant Protection  
Royal Society for Protection of Birds  
UK Power Networks

## **5.0 PLANNING POLICY**

### **5.1 National Policy & Guidance**

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

### **5.2 Development Plan**

- 5.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2.2 The development plan comprises the adopted Gravesham Local Plan Core Strategy September 2014, saved policies from the adopted Gravesham Local Plan First Review 1994 and the Kent Minerals and Waste Local Plan 2020.
- 5.2.3 Saved policies contained in the Gravesham Local Plan First Review should still be accorded significant weight, albeit that the weight accorded should be greater where policies are consistent with the National Planning Policy Framework.
- 5.2.4 The Borough Council has adopted a number of Supplementary Planning Guidance documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications.
- 5.2.5 The policies relevant to the consideration of this application are set out below.

#### **Gravesham Local Plan Core Strategy (September 2014):**

CS01 - Sustainable Development

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

Gravesham Borough Local Plan First Review 1994 - Saved Policies

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

Supplementary Planning Guidance

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

Kent Minerals and Waste Local Plan (September 2020)

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

5.3 Other Guidance

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

**6.0 PLANNING APPRAISAL**

6.1 Principle of Development

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

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

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

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

- Layout, Scale and Appearance
- Landscaping
- Highway Impact, Access, and Parking
- Residential and Neighbouring Amenity
- Heritage
- Ecology
- Sustainability

## 6.2 Layout, Scale and Appearance

6.2.1 Gravesham LPCS policy CS19 requires that the design, layout, and form of new development should be derived from a robust analysis of local context and character and make a positive contribution to the street scene, the quality of the public realm and the character of the area. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the designs of new neighbourhoods follow good urban design principles to deliver attractive, safe, and efficient layouts that contribute positively toward an appropriate character for the Garden City.

6.2.2 Gravesham LPCS policy CS15 requires all new housing to be developed at a density consistent with achieving good design that does not compromise the distinctive character of the area it is situated. As a development within the urban area a minimum density of 40 dwellings per hectare (dph) is expected to be achieved. The proposed density in this phase equates to approximately 42 dph, in accordance with this policy.

6.2.3 NPPF paragraph 130 requires developments to be visually attractive as a result of good architecture, layout, and appropriate and effective landscaping, sympathetic to local character and history, establish or maintain a strong sense of place, and create attractive, welcoming, and distinctive places to live, work and visit.

6.2.4 The site layout and street typologies are identified within the masterplan which the proposals substantially accord with, deploying a simple gridded street network which affords clear views downhill towards the River Thames, enabling people to orientate themselves across the entire site. This is supplemented by a strong street hierarchy, defined by street widths and building heights.

6.2.5 The existing Hive Lane would be extended north-south into the application site through Phase 1B as a formal street comprising footways and street parking to both sides, cycle lane to western side, street trees and landscaped verges.

- 6.2.6 All streets are well defined by the use of strong perimeter block layouts, which ensure buildings enclose the spaces, without needing to rely on street trees and landscape to provide enclosure (though these are also provided to further enhance street character). Good levels of activation and surveillance is afforded onto streets, the pocket park and the public footpath on the eastern edge. Facades of dwellings at prominent street corners include a range of levels of glazing, gable and roof form features, and additional brickwork detail (to be required by planning condition) would provide sufficient activity and visual interest to create a positive pedestrian experience.
- 6.2.7 The proposed scale, massing and urban grain respond to the context of neighbouring buildings and the site level changes to provide unobstructed river vistas throughout the masterplan area. Phase 2 comprises a scheme of 2, 2.5 and 3 storey houses with height raised slightly along Hive Lane and low rise residential streets throughout the site. The building heights in this phase are in accordance with the parameters set out in the outline planning permission and residential masterplan.
- 6.2.7 The detailed residential masterplan identifies seven character areas for the residential land. These were developed to ensure coherence across the site by providing design direction for a distinctive and characterful scheme that reserved matters applications would interpret within the form, façade articulation, materials, and detailing. Design inspiration has been taken from the area's industrial heritage. Four of these character areas lie within Phase 2, with the proposals retaining the differentiation between these that the masterplan articulated. The response of this reserved matters application to each character area in terms of scale and appearance is considered in turn below.
- Hive Lane – Terrace 17, 18, 19, 20, 21, 22 and 23*
- 6.2.8 Hive Lane would provide the main pedestrian and vehicular north-south connection through the residential area, linking Northfleet High Street to the Thames waterfront and future Fastrack corridor. Phase 2 would be an extension of the first section of Hive Lane within Phase 1B, extending north from the existing residential area at The Hive and Rayners Court creating a route down to the Fastrack and river front. The masterplan identifies housing typologies of predominantly 3 storey terraced housing referencing large warehouse precedents and chosen materials having an industrial/ nautical feel.
- 6.2.9 As Hive Lane forms an important connection, the scale and form reflect this with a consistent frontage that is predominantly 3 storey terraced townhouse with 2 storey flat over garage (FOG) properties to break up the massing and add variation. This road has a formal street setting with footpaths, street trees and grass verges laid out in a traditional manner. Phase 2 continues the architectural style and character from Phase 1B to ensure a consistent street scene.
- 6.2.10 Changes in site levels north-south present difficulties pairing houses as shown in the masterplan, however following positive discussions with the applicant their external materials, black weatherboard with grey brick plinth, were updated together with the roof form to give the appearance of houses in pairs. The chosen materials reflect the connection to the water with the use of black weatherboarding and grey brick to give an industrial/nautical feel with a riverside warehouse design.
- 6.2.10 Window headers referenced in the masterplan are not proposed, nor is the extension of weatherboard below the top of the ground floor windows. However a cleaner

façade is proposed. Whilst this offers fewer layers of visual interest, the proposed terraces include key features of the character areas in the residential masterplan including larger contemporary glazing at first floor with a hierarchy of windows and the use of a distinctive grey brick plinth at ground floor level.

*Bevan's Park Edge – Terraces 24, 25, 26, 27, 28, 29, 30, 31, 32, 33 and 34*

- 6.2.11 The masterplan identifies housing east of the Hive Lane frontage as falling within the Bevan's Park Edge character area. These properties would sit above the existing cliff and face towards Bevan's Park which is located on a raised plateau further east with views of the River Thames to the north. A softer form and materiality is referenced to reflect a more naturalised setting and local Kent vernacular.
- 6.2.12 The housing in this area has been designed to reflect the relationship with Bevan's Park and the naturalised cliff edge setting. The proposals would provide two storey houses facing the Bevan's Park embankment edge to maximise park vistas and define routes through the landscaped edge and public right of way NU3. There is a series of landscaped mews streets that lead from Hive Lane to the cliff edge path encouraging pedestrian permeability with two storey houses and FOGs.
- 6.2.13 There is a mix of built form in this character area including corner dwellings and paired gable fronts. These properties accord with the masterplan through built form as well as in materiality with the use of red hanging tile, grey brick plinth and black weatherboarding.
- 6.2.14 Detailing of window headers and extending the weatherboard or tile hanging below the top line of ground floor windows have, similar to properties in Hive Lane, not been carried through from the masterplan. The proposals do however include larger windows with views to Bevan's Park and brick stripe detail in this lowered position for distinctive visual interest and contemporary built form, in accordance with the masterplan.

*Residential Streets – Terraces 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 37 and 38*

- 6.2.15 The Residential Streets form the central north-south roads characterised by terraced housing stepping down towards the river. The road formation maximises riverside vistas and pedestrian connection to the river. The masterplan identifies this as reflecting Victorian terrace forms of local workers cottages, and gable fronts of the former Huggen's College building.
- 6.2.16 The proposals provide two storey houses, in pairs or terraces of four with roof lines and materials alternating along the street to create variation and interest. An update to the design was submitted in November 2022 to show the introduction of an alternate gablet feature, brick banding, stone cill and header, amended window proportions and green doors in the Residential Streets character area to reflect the Huggen's College building architectural vernacular more closely. There is also an enhanced entrance design will be a metal canopy on brick walls on brick walls with projecting header detail facing the street which represents a positive and welcome change.

*College Road – Terrace 1, 2, 4, 35 and 36*

- 6.2.17 College Road connects Robin Creek and the High Street. The masterplan identifies housing typologies of predominantly 2 and 3 storey town houses with adjoining flats over garage with a consistent frontage and roof form.

- 6.2.18 The existing road has a large flint and brickwork wall demarcating the boundary of the site. The proposals seek to retain this character in the architectural approach proposed here as per the approved masterplan. The design proposes 2.5 storey dwellings and 2 storey coach houses in a continuous building frontage along the road reflects the sense of enclosure of the existing wall. Furthermore, the existing flint wall would be reinterpreted as a continuous flint facade on the College Road properties. The boundary line would also be expressed by embedding flint into the ground to the front of properties.
- 6.2.19 The design details and materials, including parapets with pitch roof behind, dormer window and quoining details reference the local vernacular in Northfleet and Greenhithe. Bronze coloured inset porches have been added to the design details to create distinctive entrances and bronze coloured parapet capping on the roof to match. The roof form is stepped individually rather than paired like Hive Lane. Parking is hidden off street in concealed parking courts accessed beneath the coach houses.

### *Summary*

- 6.2.20 The proposed urban structure, site layout and materiality of the proposals strongly reflects the detailed approved masterplan as well as reflecting good urban design principles, demonstrating a good appreciation of the existing landscape and the cultural heritage of Northfleet and Gravesend. Whilst some distinctive elements have not been brought through from the masterplan, the scheme commits to using a palette of materials that are distinctive in their mix and in combinations traditionally found in the local area. Appearance of the dwellings would therefore sufficiently accord with the masterplan vision, defining the different character areas whilst retaining coherence across the phase.
- 6.2.21 The layout, scale and appearance of the proposed development is considered acceptable subject to recommended condition 2 on this report for key architectural details and condition 29 of the outline planning permission which require details of all external materials.

### 6.3 Landscaping

- 6.3.1 Gravesham Core Strategy Policy CS19 requires new development to include details of appropriate hard and soft landscaping to ensure that the public realm and open spaces are well planned, appropriately detailed and maintained so that they endure. This is supported by policy CS12 which seeks a multifunctional linked network of green spaces, footpaths, cycle routes and wildlife stepping stones and corridors. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscaping to promote healthy landscapes and encourage active lifestyles.
- 6.3.2 Condition 15 of the outline planning permission requires a range of information to be provided within reserved matters applications where landscaping is submitted for approval, including design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation.
- 6.3.3 While this application was under consideration the scheme was amended due to unexpected archaeological remains being found on site. This resulted in three dwellings being removed and replaced with a pocket park with the kiln and

associated chamber preserved in situ under this additional open space (see further details in heritage section later in this report). The proposals for Kiln Pocket Park would include references to the kiln depicted in the landscape, planting, seating and an interpretation board to provide information on the kiln range under the ground. The details for the pocket park would be secured by condition.

- 6.3.4 The proposals include provision of street trees, particularly to Hive Lane as the principal street within the phase. Tree positions have been considered together with the proposed street lighting strategy to ensure these are coordinated, however EDC's landscaping consultant has raised issues with the tree palette not being in accordance with the masterplan with native broadleaves e.g. Tilia Cordata suggested that are considered to be too large for street verges. An alternative street tree species can be secured as part of the landscaping condition to ensure the final tree species is fit for purpose.
- 6.3.5 The approach to lower-level site-wide soft landscaping comprises the use of four planting mixes within the phase with a supporting illustrative planting schedule for each mix. The provision of native planting to plot frontages will be formal hedges along Hive Lane, semi formal shrub planting along College Road and informal planted spaces in the mews streets, giving each area its own identity. The areas identified for soft landscaping are considered appropriate and so a condition is recommended to agree detailed planting plans which would enable a planting approach which moves away from swathes of planting mixes as recommended by EDC's landscape consultant. In terms of ongoing maintenance, condition 32 of the outline permission requires approval of a Landscape and Ecological Management Plan prior to occupation.
- 6.3.6 Full details of hard surface materials are required to be submitted under condition 30 of the outline planning permission with hardworks plans submitted within this application identifying the principle of materials to be used in each location. This includes the use of hard surfacing for heritage interpretation in Kiln Pocket Park. The submitted plans comply with the masterplan expectation for streets including footways and cycle path along Hive Lane, mews streets and parking areas other than on street parking spaces which tie in with the adjoining existing part of Hive Lane.
- 6.3.7 Boundary treatments proposed comprise 1.8m height walls to public facing areas and 1.8m fences to other private dwelling boundaries. A planning condition is recommended for details of the form and appearance of both residential and public open space boundary treatments to ensure these are acceptable quality.
- 6.3.8 Areas of incidental play features have also been shown in 2 locations in the south east and north west of the site, as identified in the masterplan, with further details of these as well as for Kiln Pocket Park play equipment and street furniture to be provided through a recommended planning condition.
- 6.3.9 It is therefore considered that appropriate hard and soft landscaping would be provided within the application site, and that in relation to the proposal, the relevant information required by condition 15 of the outline planning permission to inform assessment of this phase has been provided.

#### 6.4 Highway Impact, Access, and Parking

- 6.4.1 Gravesham Core Strategy Policy CS11 seeks new developments to mitigate their impact on the highway and public transport networks. Local Plan saved policy T1 supports this through requiring the impact on the transport system be considered and

that all proposed developments are adequately served by the highway network. The NPPF in paragraph 111 provides that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 6.4.2 Gravesham Local Plan Saved Policy T5 requires the formation of new accesses, or the intensification of existing accesses to only be permitted where no danger would arise and where a properly formed access can be created in a location and standard acceptable to the Local Planning and Highway Authorities. NPPF paragraph 110 advocates that appropriate opportunities to promote sustainable transport modes should be taken up, and that safe and suitable access to the site can be achieved for all users, and that significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree.

#### *Highway Impact*

- 6.4.3 The highway impact of the mixed-use development as a whole has been accepted under the outline planning permission, including the provision of a series of financial commitments within the s.106 Agreement. Relevant to the residential area including Phase 2 is a study to assess the operation of the Northfleet High Street/ Hive Lane Junction and highway improvement scheme (if necessary based on criteria set out in the s.106 Agreement), a financial contribution towards the cost of a Traffic Regulation Order (TRO) at Northfleet High Street/ Hive Lane and the submission of a residential travel plan.
- 6.4.4 The application site lies within a highly accessible area as identified by EDC's Sustainable Transport Strategy (STS) due to its location near to existing bus routes along Northfleet High Street and Northfleet Railway Station, as well as local shops and a primary school. A future east-west Fastrack route would be provided in addition within Phase 3 to the north, and the proposals incorporate the diverted route of Public Footpath NU3 alongside other pedestrian and cycle routes, cycle storage, and car club spaces.
- 6.4.5 The proposals are therefore considered to fall within the highway impact assessed and accepted under the outline planning permission as well as providing a range of sustainable transport initiatives.

#### *Access*

- 6.4.6 Gravesham LPCS Policy CS11 requires new developments to mitigate their impact on the highway and public transport networks.
- 6.4.7 The primary access to the site would be via Hive Lane to the south with the proposals extending this road northwards through Phase 1B to provide direct access to parking spaces for properties facing Hive Lane and parking courts. 2no. residential mews streets join with the new part of Hive Lane, providing pedestrian and cycle access to properties and the eastern development edge as well as residential parking. A secondary east-west street within Phase 1B joins the new part of Hive Lane to the west along the northern edge of Chimney View Park, from which further north-south streets within Phase 2 would provide access to dwellings.
- 6.4.8 The primary access was approved as part of the reserved matters application for Phase 1B and this road extends into Phase 2 with the road layout generally in accordance with the residential masterplan to ensure a cohesive and legible scheme.



Hive Lane is classified as a Level 2 residential distributor street which is 6 metres in width, in line with KCC standards for a local distributor road.

- 6.4.9 There are two secondary access points from College Road into rear parking courts for the proposed dwellings. The applicant will seek a TRO to ensure there is no parking along this part of College Road. There are proposed changes to College Road that falls outside the scope of this planning application and will be assessed in a formal s278 application, however it is considered necessary to impose a condition to secure the details of the College Road highways works, including landscaping and drainage to be submitted prior to first occupation of the College Road dwellings. An informative is recommended by KCC Highways regarding works to the highway.
- 6.4.10 An independent Stage 1 Road Safety Audit has been completed for the road layout and junctions, and KCC Highways have accepted the designer's response, as such the proposed access is considered to be acceptable.
- 6.4.11 It is noted that the applicant does not intend to offer the roads to KCC Highways for adoption, as such they will not be publicly maintained. A management company will be set up by Bellway to manage ongoing street maintenance through a service charge to residents. Future residents will be made aware of this when they purchase their property, although it is considered necessary to ensure arrangements for the management and maintenance of the streets (including verges and lighting) are incorporated into a highway management plan to be enforceable by the local planning authority, so a planning condition is recommended to require this does form part of the overall management plan to be submitted for approval pursuant to the outline planning permission. It is also considered necessary for these details to identify and establish funding arrangements for this long term highway maintenance. The applicant considers that there are benefits to the scheme of the roads not being adopted by allowing items currently restricted by KCC Highways, including provision of on street EV charging points, tighter mews streets, more soft landscaping on verges and greater variety of materials and street lighting.

#### *Parking*

- 6.4.12 The parking approach within the approved residential masterplan is a provision of 1 parking space for two bedroom houses, 1.5 spaces for three bedroom houses and 2 spaces for four bedroom houses, together with visitor parking. Additionally, the masterplan requires one active electric vehicle (EV) charging point per house with a garage or driveway, 10% active and 90% passive provision for shared parking courts, and provision of cycle stores. The parking provision within the masterplan was designed to align with EDC's Sustainable Travel Strategy (STS), however exceeds this due to the position of the main development near to an existing residential area and potential impact that the larger proportion of new dwellings could cause overspill to the surrounding streets. Cycle stores are proposed to all houses for which further details are sought through condition to ensure satisfactory appearance, capacity and function.
- 6.4.13 The proposals would provide 193 parking spaces. This exceeds that set out in the Ebbsfleet Sustainable Travel Strategy, however these spaces are generally well integrated into the masterplan, utilising tandem parking, a small number of small-sized parking courts, as well as parallel street parking integrated within generous verges, that together minimise the visual impact of parking within the neighbourhood streets and public spaces.

- 6.4.14 The on street parallel parking would be allocated and operate through the use of a parking permit scheme. On street parking restrictions and permits will be managed by a private management company. This parking form allows for the provision of a consistent housing frontage towards Hive Lane and Bevans Park Edge as shown in the masterplan, as well as allowing flexibility between private and visitor parking in these areas. To ensure the on-street parking is managed appropriately a planning condition is recommended for submission of a Parking Management Plan to include details of the management arrangements to be in place prior to first residential occupation of any dwelling within this phase.
- 6.4.15 GBC Highways have raised concerns about the limited visitor parking within the development that could lead to on street parking issues outside of the development, so will consider additional restrictions in the surrounding area to protect existing residents. 7no. visitor parking spaces have been provided to serve the development that will also require a permit. Ebbsfleet Residential Parking Standards (ERPS) seeks 20% of the total parking spaces within the public realm to be unallocated to provide visitor parking. Phase 2 provides 53 on street parking spaces that are allocated to residents with 7 spaces unallocated for visitors, which is a total of 13%. This is lower than desirable but not significantly so. The application site is located in an area identified as 'highly accessible' within the ERPS within 400m of a Fastrack route (once complete) and 800m of a train station where lower than usual levels of parking will be accepted. Visitor cycle parking will be provided within the public realm.
- 6.4.16 Similarly, KCC Highways note that a parking management plan with permits being issued by the private management company to residents will be required that mitigates the risks of issues arising with neighbouring areas. This can be secured by condition.
- 6.4.17 The applicant has provided a technical note responding on how the proposals reflect current guidance and requirements of KCC as the Local Highway Authority. The proposals would correspond with the approved residential masterplan, which incorporated principles from EDC's Public Realm and Sustainable Transport strategies and engagement with KCC to deliver a high quality neighbourhood that encourages walking, cycling and use of public transport in accordance with local and national planning policy.
- 6.4.18 The proposed parking strategy shows electric vehicle (EV) charging provision complies with that set out in the masterplan both in terms of quantum and form. Each house with on plot parking will have a charging point and shared parking courts will have 10% active and 90% passive. EV charging is not currently shown on on-street parking spaces nor required under the masterplan, however the applicant has confirmed they intend to maximise EV charging where possible and, as the streets within the development would not be adopted public highway, it would be possible to provide charging points to these spaces. Therefore, as submitted the proposals are compliant in terms of EV parking provision with potential this may be exceeded. A planning condition is recommended for details of the EV charging points which also allows for the applicant to increase provision within the site.
- 6.4.19 The residential masterplan includes a commitment to the provision of 3no. car club spaces at key locations on the site. 2no. car club spaces were approved within Phase 1B. The reason for this being that the future Fastrack route would be delivered a significant time after occupation of Phase 1B so it was considered appropriate to provide a greater proportion of the site car club provision in this earlier phase and for this to be near the park which is a key public location. This leaves a minimum of one additional car club space to be provided in a future phase. No car club spaces are

proposed in Phase 2 because it is considered that the residential areas are within walking distance of the Phase 1B car club locations. The final minimum provision would therefore be provided within Phase 3. As such non-provision within Phase 2 is not contrary to the approved masterplan and is acceptable.

### *Summary*

6.4.20 The highway impact of the proposals, proposed means of access and parking arrangements are therefore considered acceptable. Although KCC Highways have raised concerns they note there is no highways safety capacity reason for refusal. The NPPF in paragraph 111 provides that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Acceptable arrangements have been made for discreetly sited car parking with EV charging provision in line with the approved masterplan.

### 6.5 Residential Amenity

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

### *Housing Standards & Mix*

6.5.2 The proposed dwellings all comply with the Nationally Described Space Standard (NDSS). This would ensure acceptable and adaptable internal spaces, including prescribed levels of storage and minimum ceiling heights. The NDSS does not provide a standard for external amenity space however all houses would benefit from private gardens. The FOG dwellings do not have private external amenity space but are located in close proximity to public amenity spaces in Chimney View Park delivered within phase 1B, and Bevan's Park to be delivered prior to the occupation of the 150<sup>th</sup> residential unit. The development layout as perimeter blocks avoids overlooking between properties, with potential impacts of future householder alterations, as well a visual impact to the adjoining public realm, safeguarded through a recommended planning condition to remove specific permitted development rights. It is therefore considered that acceptable living conditions would be provided for future residents, consistent with the standard secured elsewhere in the Garden City.

6.5.3 The s.106 Agreement requires at least 25% of all market dwellings and 50% of all affordable dwellings across the mixed-use development to be compliant with Building Regulations Part M4[2] - Accessible and Adaptable Dwellings. The proposal would exceed this within Phase 2, with 27% of market dwellings and 72% of affordable dwellings meeting this standard. In total 83 dwellings (63%) of all dwellings across Phase 2 will be M4[2] compliant. Phase 1B delivered 30% of market dwellings and 89% of affordable dwellings as M4[2] compliant.

6.5.4 The s.106 Agreement requires provision of 6no. wheelchair ready dwellings within the wider residential land. No wheelchair accessible houses are proposed within Phase 2. Phase 1B also did not provide any wheelchair ready dwellings but it is proposed that 8no. wheelchair user units will be provided in Phase 3 of the development, an additional 2no. wheelchair units compared to the requirements of

the s106. The Borough Council have raised no objection to this proposed distribution of wheelchair units.

#### *Affordable Housing*

- 6.5.5 Gravesham LPCS policy CS16 requires the provision of 30% affordable housing on all new housing developments of 15 dwellings or more or on sites of 0.5 hectares or more in the urban area. This was assessed at outline application stage and the s.106 agreement requires 30% of homes within the development as a whole to be affordable with a tenure split of 60% intermediate and 40% affordable rented housing. Whilst the s.106 includes an option for a financial contribution, the applicant's approach confirmed through the masterplan is to provide the full provision on site within the identified locations dispersed throughout the site and tenure-blind, which is an approach welcomed by EDC and the Borough Council.
- 6.5.6 The Affordable Housing Scheme submitted with this application confirms provision of 40no. affordable dwellings equating to 31% of Phase 2. 32no. houses (14no. 2 bed, 14no. 3 bed and 4no. 4 bed) are proposed as intermediate housing (shared ownership) and 8no. houses (5no. 2 bed, 1no. 3 bed and 2no. 4 bed) are proposed for affordable rent. This corresponds with figures provided by GBC Housing on need being greatest for 2 and 3 bedroom properties. GBC as the Local Housing Authority therefore advise the proposed provision is satisfactory for Phase 2.

#### *Noise*

- 6.5.7 The application is supported by an acoustic report which identifies relevant noise sources affecting the application site being from the following:
- Road traffic noise from Northfleet High Street and College Road.
  - Industrial operations from 42 Wharf, and Bulk Powders Import Terminal 42 (BPIT) to the north-east, including predicted noise levels from the approved but not yet operational the Bulk Aggregates Import Terminal (BAIT).
  - Industrial operations from Robin's Wharf and Aggregate Industries/Brett Aggregates to the north-west.
- 6.5.8 In respect of industrial operations these take place in connection with safeguarded wharves and minerals infrastructure, with the application site lying within 250m of these. The proposal is therefore required under Kent Minerals and Waste Local Plan Policy DM8 to demonstrate that introducing new dwellings into this area would not adversely affect, nor force unreasonable restrictions on, the adjacent industrial uses or safeguarded minerals infrastructure. KCC Minerals and Waste Planning Team advise that the acoustic report addresses the requirement of Policy DM8 confirming no objection.
- 6.5.9 Whilst noise impacts were assessed at high level at the outline stage, the outline permission requires each reserved matters submission to be informed by an updated noise assessment.
- 6.5.10 The Acoustic Report submitted with this application concluded that noise from the nearby existing and committed industrial operations is unlikely to have an adverse impact on the proposed residential receptors subject to appropriate mitigation in the form of higher specification trickle vents and double glazing. Traffic noise is assessed separately since it is from a different source, concluding that this would also not have

an adverse impact upon future residents subject to mitigation in form of higher specification trickle vents to facades of all properties facing Hive Lane.

- 6.5.11 Following objections from neighbouring industrial operators an updated acoustic technical note was submitted in March 2023 to show which properties will be most affected by these activities and experience sound levels above 45 dBA. The technical note concludes that 28no. properties have one or more facades exposed to sound levels from wharf operations of greater than 45 dBA. Of these 28, 22 have the ability to open a window on a façade exposed to sound levels from wharf operations of less than 45 dBA, providing the occupant with the option to open a window on a quieter façade if desired. 6no. properties have been identified where all facades of that property are likely to experience noise levels above 45 dB(A). The properties are Plots 75, 76, 106, 107, 108 and 109 and, to mitigate adverse impact, the applicant has agreed to incorporate mechanical ventilation into each of these properties, details of which to be approved via condition.
- 6.5.12 In lieu of comments from GBC Environmental Health the acoustic report was independently reviewed by EDC's noise consultant whom, following receipt of justification referencing relevant acoustic design principles, has confirmed that the mitigation measures proposed are robust to ensure acceptable internal and external amenity for future residents.
- 6.5.13 Port of London Authority and Aggregate Industries and Brett and Sons maintain their objection because of the potential impact on their neighbouring industrial operations. As above, it is noted that the plots mostly affected would now have mechanical ventilation to allow ventilation without the need to open windows during times of noisy activities taking place from the nearby wharf. The noise levels to be achieved are set out in the acoustic assessment in line with BS 8233 'Desirable Internal Ambient Noise Levels for Dwellings'. It is considered that this could be achieved with the suggested mitigation. The onus is on the developer to ensure this is achieved and potential purchasers will be aware of the surrounding industrial uses.
- 6.5.14 The conclusions of the acoustic report are therefore accepted, and a planning condition is recommended to require compliance with the recommended higher specification glazing and mechanical ventilation. Subject to installation of this mitigation prior to occupation of the dwellings to which they relate it is concluded that, following advice from EDC's noise consultant, existing and forecast noise from the surrounding area would ensure acceptable living conditions for future residents and in turn avoid likelihood of complaints affecting existing commercial operations.

#### *Air Quality*

- 6.5.15 The application site lies within the Northfleet Industrial Area Air Quality Management Area (AQMA) declared for Nitrogen Dioxide emissions and windblown Particulate Matter, with dust sources from nearby industrial operations (as referred to for noise above with addition of the Bulk Powders Import Terminal). The residential masterplan has responded by locating residential development adjacent to existing residential areas and over 200m from these potential dust sources. The proposed future employment land would also lie between the application site and potential dust sources, however air quality impact to the development needs to be acceptable without reliance upon these buffer uses in the event they do not come forward. The air quality impact from the proposed development to the surrounding area also needs to be appropriately mitigated. These include dust generated during construction and traffic generation from new residents.

- 6.5.16 An Air Quality technical note has been submitted which concludes that the existing air quality conditions are comparable to those identified within the Environmental Statement (ES) which accompanied the outline planning permission and therefore that the site location remains appropriate in line with findings of the ES. Similarly, it concludes that the construction and operational impacts of the development have also not altered to such an extent to affect findings of the ES.
- 6.5.17 For impact of the development upon the surrounding area dust control measures are identified to include within the Construction Environmental Management Plan required for each phase of the development under outline planning condition 16. The proposed EV charging provision within this phase also contributes to reducing traffic emissions and good levels of soft landscaping and tree lined streets would make a further positive contribution.

## 6.6 Neighbouring Amenity

- 6.6.1 Paragraph 185 of the NPPF in paragraph 185 states that Local Planning Authorities should ensure that new development is appropriate for its location, taking into account the likely impacts on health and quality of life. This is interpreted locally through Gravesham LPCS Policy CS19 which states that new development will be located, designed, and constructed to safeguard the amenity of neighbouring properties including privacy, daylight, and sunlight.
- 6.6.2 Adjoining residential properties to the site lie within Phase 1B of this residential development (currently under construction) and College Road to the west. The proposed finished site levels would be similar to those of these existing properties.
- 6.6.3 The position of the proposed dwellings and separation distances relative to windows of existing properties within Phase 1B is such that detrimental impacts upon the amenity of these properties in respect of overlooking or overshadowing would be unlikely to occur.
- 6.6.4 The proposed dwellings in College Road follow the same building line as the existing with large separation distances such that the development would not give rise to impacts upon their amenity. No existing properties lie to the north, where a future development phase is proposed, or east of the scheme where the existing commercial access road runs at a lower level with future Bevan's Park proposed beyond.
- 6.6.5 The proposals are therefore not considered to detrimentally impact neighbouring amenity. To safeguard neighbouring properties from future alterations which may impact upon their privacy, planning conditions to restrict specific householder permitted development rights are recommended.

## Heritage

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

- 6.6.7 A programme of archaeological work has been approved for the whole of the mixed-use application site under condition 20 of the outline planning permission, and a programme of historic building recording has been approved for the residential area under condition 22. The approved details therefore cover the requirements within Phase 2 for archaeological watching brief and reporting during construction and recording of historic features and flint boundary walls. However, since the outline permission was granted and works to implement the consented development platform have progressed, previously unanticipated archaeological remains have been revealed at the site, including substantial masonry remains relating to earlier phases of the cement industry which previously occupied the site.
- 6.6.8 The identified remains associated with early phases of the cement industry are considered to represent one of the earliest and best-preserved complexes of the Portland Cement manufactory. They are therefore considered likely to be of national significance for their contribution to the development of this industry and its subsequent connection with industrialisation across Britain and the world.
- 6.6.9 Following consensus regarding the significance of the remains, detailed discussions have been undertaken between applicant and KCC Archaeology regarding preservation of the remains. The remains identified have issues regarding stability and fragility, as such it is not considered that they could be used for any functional purpose. The applicant has been working with KCC Archaeology to agree a suitable mitigation strategy. It has been agreed with KCC Archaeology that the southern kiln will be preserved in situ beneath an area of open space with an amendment to the residential layout to accommodate this with other structures removed under an Archaeology Watching Brief. Details of how the kiln will be retained in situ have been submitted in the RLT Drawing 'Phase 2 Southern Kiln Archaeology Works Sections'.
- 6.6.10 The applicant did explore options to retain the kiln in situ to be preserved and displayed with either a glass screen over the top or metal railing grate to allow views of the kiln beneath within the open space. These options were considered not to be practical because the glass would raise issues with condensation and mould build up and the metal railing grate would allow rubbish, debris and leaves to collect below the grate both of which could reduce views and become an eyesore. It was also considered that exposing the kiln to the elements would cause damage over time.
- 6.6.11 The proposed site wide heritage plan and package of heritage benefits seek to balance the existing planning permissions with the archaeological finds on site. Following discussion between parties including KCC's Senior Archaeological advisor, it was resolved that the most appropriate response to the finds was to preserve the southern brick kiln in situ with the residential layout amended to accommodate this resulting in the loss of three houses within Phase 2 and an additional area of open space being provided. The remaining archaeology would be fully recorded prior to its removal to facilitate the previously approved development platform which involved land regrading and excavation.
- 6.6.12 The northern kiln range has been fully recorded and removed under archaeological supervision as agreed with KCC Archaeology. Recording work on the southern kiln range is ongoing and it is proposed to be preserved in situ beneath an area of open space. There are further ongoing works to the east of southern kiln range and the site of a historic dock adjacent to The Creek.
- 6.6.13 It should be noted that the works that the applicant has carried out to agree a mitigation strategy with KCC Archaeology is beyond what they were required to do because the development platform consent did not require retention of any of the

southern kiln range but their importance has been recognised. The proposed works are considered to positively contribute to the site wide heritage mitigation strategy.

6.6.14 For reserved matters submissions the HMP sets out that the archaeological reporting and building recording should inform the public interpretation of heritage and archaeology at the site, as required under condition 15. The majority of this interpretation would be delivered through Bevan's Park heritage trail, which at the time of writing this report is currently under consideration. A heritage interpretation board is proposed within Kiln Pocket Park to provide more information on the below ground kiln range with above ground references in the landscape. Further details would be secured by condition.

## 6.7 Sustainability

6.7.1 Gravesham LPCS Policy CS18 seeks for new development to reduce water and energy usage, requiring development proposals to consider the potential and include options for low carbon and renewable energy generation. NPPF paragraph 157 advocates that new development should be expected to minimise energy consumption.

6.7.2 Condition 11 of the outline planning permission requires reserved matters applications to generally accord with principles included within the Sustainability Statement submitted for the outline planning permission. This identifies that the site is not well suited to large scale installations for energy supply, however that small scale installations will be considered in the light of extant building regulations and policy and subject to viability assessment at the detailed design stage.

6.7.3 An updated Energy and Sustainability Statement has been submitted for Phase 2 that demonstrates that the sustainable characteristics of the development have been improved from the original submission with more ambitious energy targets. The development follows the energy hierarchy, incorporating passive design measures and energy efficient equipment. The development follows a fabric first approach, using efficient building fabric including insulation and highly efficient glazing, low energy lighting, efficient gas boilers and natural ventilation. Houses would use energy efficient gas condensing boilers but also be provided with a 55 degrees Celsius temperature flow to heating, larger pipework and increased sized radiators, future proofing these to more easily change to using an ASHP.

6.7.4 The proposed development will use solar photovoltaic (PV) panels on some south and east facing roof spaces. To ensure acceptable appearance and specification a planning condition is recommended for details of the PV panels and their appearance within the roof form.

6.7.5 A number of water efficiency measures are identified for the development with an example specification equating to 109.7 litres per person per day. This would enable the development to meet Building Regulations Part G optional requirement for water efficiency of 110 litres per person per day, consistent with commitments in the approved residential masterplan. Water butts would also be provided to each house to further support efficient water use. A planning condition is recommended to ensure these are provided and that development meets the proposed water efficiency standard.

6.7.6 As additional sustainability credentials the proposal also includes providing a composting bin for each dwelling, target use of 100% sustainably sourced and/or



certified timber and target diversion of at least 90% of construction waste (excluding hazardous waste) from landfill.

- 6.7.7 The proposed development will achieve a 4% improvement over Part L 2021, as such it is considered acceptable in terms of energy and water sustainability and that the relevant information required by outline condition 11 to assessment this phase has been provided.

## 6.8 Nature Conservation

### *Biodiversity and Ecology*

- 6.8.1 The NPPF in paragraph 174 states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible. Gravesham Core Strategy Policy CS12 requires no net loss of biodiversity in the Borough, seeking opportunities to restore, re-create and maintain habitats.
- 6.8.2 The proposed layout is in accordance with the illustrative masterplan submitted with the outline and approved site wide Ecological Mitigation and Enhancement Strategy and does not result in the loss of any previously agreed ecological mitigation areas.
- 6.8.3 A reptile translocation exercise was completed in 2020 in accordance with the Reptile Mitigation Strategy as part of ecological mitigation strategy approved under condition 6 of the outline planning permission for the wider development. A stand-alone planning approval for a development platform covers the same land as the mixed-use development including the Phase 2 site. This duplicated the outline permission requirements for ecological mitigation, and earthworks have commenced clearing the site of vegetation under that consent.
- 6.8.4 The proposals for Phase 2 also need to be considered in the context of the wider development within the residential area shown within the approved masterplan. These include a dark corridor to the eastern site edge, and ecological enhancements proposed within Chimney View Park to the south, approved under Phase 1B and Bevan's Park to the east which will be subject to consideration within its own reserved matters application.
- 6.8.5 An updated Ecological Mitigation and Enhancement Strategy (EMES) has been submitted which references the 2020 ecological mitigation and commitments within Phase 2. This report was written in March 2022 and photographs have been provided to show current site conditions, which show that there is no vegetation within the site to support protected/notable species, as such an updated mitigation strategy is not required. The report has detailed that 13 bird bricks with 4 suitable for black redstarts and 8 bat boxes will be incorporated into the site and areas of new native tree and shrub planting will also be created on site
- 6.8.6 An Arboricultural Impact Assessment has been submitted as part of this application that shows that no additional trees will be removed, beyond what was allowed under the development platform consent, and there will be no incursions in root protection areas of off-site trees.
- 6.8.7 KCC Ecology have drawn attention to the need for a dark zone along the eastern boundary of the site, which is referred to in the EMES, and advise that the information submitted as part of condition 47 of the outline planning permission

relating to external lighting must include an assessment of the impacts of lighting on the dark corridor and provide details of any mitigation to minimise the impact.

- 6.8.8 A Construction Environmental Management Plan has been approved under Condition 16 of the outline planning permission for the residential area including Phase 2, and includes ecological protection measures to be undertaken during construction.
- 6.8.9 Also, having regard to its duty under s.28G of the Wildlife and Countryside Act 1981 (as amended) it is not considered that the determination by Ebbsfleet Development Corporation of this application would or is likely to affect the flora, fauna or geological or physiographical features by reason of which a site of special scientific interest is of special interest.
- 6.8.10 The ecological impact of the proposed development is therefore considered acceptable and safeguarded through conditions for ecological enhancements, as agreed by KCC in their role as the LPA's ecological advisor.

#### *HRA Screening*

- 6.9 Projects likely to have a significant effect upon a protected site are to be subject to an Appropriate Assessment of their implications for the Site in the context of its conservation objectives, provided that the project is not directly connected with or necessary to the management of the protected site.
- 6.10 The proposed development is located within 6 kilometres of the South Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar Site, both European Sites designated due to important assemblages of wintering water birds. The proposed development is not connected with and not necessary for the management of the European sites. It is considered likely that the development will impact upon the protected sites and therefore it is necessary to undertake an appropriate assessment of the implications of the proposed development, including cumulative effects of other committed developments, on the European sites in view of their conservation objectives.
- 6.11 An assessment of the likely impacts from the development was undertaken at the time of the outline permission in connection with the proposed mitigation measures. The s106 agreement sets out mitigation measures in the form of an obligation to pay, prior to commencement of a development phase, a tariff based financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS) of £223.58 per dwelling (index linked – currently increased to £314.05) which pools money from local authorities to spend on measures to mitigate recreational disturbance as a result of new development.
- 6.12 Following subsequent judicial clarification of the legal position, it is now established that the requirement for an Appropriate Assessment cannot be screened out on the basis of the mitigation measures proposed. In this circumstance, to ensure legal compliance, an Appropriate Assessment is required to be undertaken at the reserved matters stage. In the context of this application for approval of reserved matters EDC officers have carried out an Appropriate Assessment in order to assess whether any adverse impact on the integrity of the Thames Estuary and Marshes SPA can be ruled out. The Appropriate Assessment concludes that, taking into account the mitigation measures proposed in the s106 agreement, the proposal will not adversely affect the integrity of the Thames Estuary and Marshes SPA and Ramsar site.

6.13 The s106 has been completed and is enforceable against the land. A separate unilateral undertaking from the applicant for the payment of the contribution is therefore unnecessary.

6.14 Additional Considerations

*Environmental Impact Assessment*

6.14.1 The outline permission was identified as being EIA development and the likely significant effects of the development on the environment were identified and assessed at the time of the outline application. If effects arising from the proposals set out in an application for approval of reserved matters were not identified or identifiable at the time of a decision to grant outline planning permission and were therefore not assessed at the time of that decision, then an assessment must be undertaken at the reserved matter stage. However, it is EDC officers' opinion that all likely significant environmental effects were identified and assessed as part of the outline permission application process and that the information before the planning authority is adequate to assess the significant effects of the development on the environment, and therefore it is not necessary to serve a notice seeking further environmental information.

*Contamination*

16.14.2 NPPF paragraphs 183 and 185 states that planning decisions should ensure that the proposed site is suitable for its new use taking account of ground conditions, including pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation

16.14.3 Condition 18 of the outline planning permission requires a contaminated land assessment to be submitted prior to development on any phase of development, including a desk study of previous uses, a site investigation strategy, and if required a remediation strategy. The requirements of the outline planning condition are considered sufficient to ensure the site would be suitable for the proposed use, a view supported by comments received from the Environment Agency (EA).

*Flood Risk*

16.14.4 NPPF paragraph 167 states that Local Planning Authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where it can be demonstrated that the most vulnerable development is located in areas of lowest flood risk, and where development is appropriately flood resilient and resistant. The Environment Agency's Flood Map for planning shows the site to lie within Flood zone 1, having a low probability of flooding.

16.14.5 Condition 46 of the outline planning permission requires development to be built in accordance with the mitigation measures set out in the Flood Risk Assessment submitted as part of that application, in particular that finished floor levels for the development must be no lower than 7.2m AOD and 15m from the landward toe of the flood defence. The submitted levels show that no part of Phase 2 falls below this level, as such no further information in respect of flood risk is therefore considered necessary.

*Surface Water Drainage*

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

16.14.7 Infiltration of surface water into the ground is not an option due to contamination arising from the former industrial uses of the site, and no existing surface water sewers are in the area as the former cement works discharged water direct to the River Thames. The outline drainage strategy, referenced in the masterplan, is to direct surface water to the north into Robin's Creek, first passing through a forebay that is proposed to combine as a sustainable drainage feature within a publicly accessible open space. Condition 23 of the outline planning permission requires approval of a surface water drainage scheme, which is currently being considered under a separate condition discharge application.

16.14.8 Surface Water drainage from the Phase 2 application site would be directed via pipes to Robin's Creek to the approved SUDs basin and forebay. KCC LLFA confirm no objection since their assessment at reserved matters stage is whether the surface water provision is compliant with the outline planning permission, and that the assessment of the suitability of the drainage is covered by the outline planning condition for the detailed scheme. The EA have similarly confirmed no objection to the reserved matters details since no construction of buildings in Phase 2 can commence until the surface water drainage scheme is approved.

16.14.9 The requirements of the outline planning condition are therefore considered sufficient to ensure the site would be served by suitable surface water drainage scheme, with the proposed swale a positive drainage feature if providing this proves possible following infiltration testing, with further landscaping details being sought for this through a planning condition.

#### *Foul Drainage*

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

#### *Building for a Healthy Life Assessment*

16.14.11 NPPF Paragraph 133 states that Local Planning Authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of the development. These include design advice and review arrangements and assessment frameworks such as Building for a Healthy Life (BFHL).

16.14.12 A BFHL assessment of the scheme has been undertaken by EDC officers. BFHL is a design tool to measure and assess good design for new homes that is supported by the housebuilding and architectural industries as well as Government and Local Authorities. The proposed development is considered to perform well

against the 12 BFHL questions, achieving 10 greens and 2 ambers, summarised below.

#### Integrating the neighbourhood

1 Natural Connections	2 Walking, cycling and public transport	3 Facilities and services	4 Homes for everyone
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#### Distinctive Places

5 Making the most of what's there	6 Memorable Character	7 Creating well defined streets and spaces	8 Easy to find your way around
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#### Streets for all

9 Healthy Streets	10 Cycle Parking and Car Parking	11 Green and Blue Infrastructure	12 Back of footpath-front of house
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## 7.0 FINANCIAL CONSIDERATIONS

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

## 8.0 HUMAN RIGHTS

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

## 9.0 PUBLIC SECTOR DUTY

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

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

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

## **10.0 CONCLUSION**

- 10.1 The proposals are considered to accord with the principles and parameters established by the outline planning permission, detailed residential masterplan and adopted planning policies, and to be aligned with the Ebbsfleet Implementation Framework. They would form the second phase of residential development to meet EDC's aspirations for Northfleet Riverside with a high quality residential development.
- 10.2 The proposed development performs well against the Building for a Healthy Life topics (achieving 10 greens, 2 ambers and no reds) which reinforces the conclusion that the proposals are acceptable.
- 10.3 The application is therefore recommended for approval subject to imposition of the planning conditions listed in the officer recommendation.