

**Reference:** EDC/23/0027

**Site Address:** Alkerden South, Phase 2 Eastern Quarry, Watling Street,  
Swanscombe, Kent

**Proposal:** Reserved Matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to conditions 2 and 25 of outline planning permission EDC/17/0048 for 91 dwellings and associated car parking, landscaping and infrastructure, together with submission of details relating to noise assessment (Condition 28), and open land accessibility and management (Condition 31).

**Applicant:** Redrow Homes Limited

**Parish / Ward:** Ebbsfleet

**SUMMARY:**

This application seeks permission for reserved matters in relation to access, appearance, scale, layout and landscaping for the erection of 91 dwellings at Alkerden South, within the Alkerden Village at Eastern Quarry.

The application has been guided by a series of strategy documents and principally the Area Masterplan and Design Code (AMP/DC) which set out design parameters for delivery of detailed consents and set the standards against which all reserved matters applications in Alkerden Village are assessed.

The proposal is for a high-quality scheme, which accords well with the AMP/DC. The design, layout and landscaping work well together to create streets and buildings which are visually appealing, create a strong sense of place, and will assist legibility and wayfinding. This is reflected in the Building for Healthy Life assessment, against which the proposed development achieves 11 'greens' and 1 'amber'. The scheme is 100% compliant with the Nationally Described Space Standards and provides a range of unit sizes to meet the needs of a variety of occupiers. 65% of units meet Part M4(2) of the Building Regulations including all apartments and all affordable homes which is in excess of the 25% required by the outline planning permission.

In accordance with the s106 Agreement, which allows for variation to the amount of affordable housing coming forward within each residential parcel, a strategic approach for provision of affordable housing to be delivered across the combined Redrow parcels in Alkerden South has been agreed in principle with EDC Officers. Consequently, the proposed development seeks delivery of 4no. 4-bedroom affordable homes, all for affordable rent. Together with the affordable housing previously secured on Redrow's first phase, the running total exceeds the 25% required by the s106. Concerns with the Affordable Housing Mix raised with the applicants during the application resulted in improvements to deliver larger family-sized accommodation as affordable rent, which is welcomed. Dartford Borough Council has confirmed they are satisfied with the proposals noting it would directly address local need and help tackle current shortages for socially rented larger family housing.

The development will permanently reduce regulated emissions by 58.46% and the proposed energy demand by 13.10% over the baseline under Building Regulations Part L 2021, incorporating air source heat pumps to all houses and solar photovoltaic panels to all apartment blocks.

The scheme provides parking which is in general compliance with the Parking Management Plan and Sustainable Travel Strategy. The presence of parking in the public realm has been minimised and all dwellings will have the ability to charge an electric car either on plot or from a parking within the apartment parking courts. The parking strategy is supported by ample cycle parking provision which is secured for each dwelling and apartment.

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

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

**CONDITIONS:**

Time limit

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

Reason: For the avoidance of doubt and to ensure the development is brought forward in a specified timeframe.

Approved Plans and Documents

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

*Layouts Plans –*

RMA2\_LP.02 Rev A - Location Plan (Redline boundary)  
RMA2\_SL02 1-1000 Rev E - Proposed Layout Wider Context  
RMA2\_SL02 Rev E - Site Layout  
AHL.02 Rev D - Affordable Housing Layout  
M42P.02 Rev E - M4(2) Plan  
DML.02 Rev D - Dwelling Material Layout  
BML.02 Rev D - Boundary Materials Layout  
BB.02 Rev B - Bird and Bat Box Layout

*Street Views & Sections –*

SE.01 Rev F - Street Elevations 01  
SE.02 Rev D - Street Elevations 02  
SE.03 Rev B - Street Elevations 02  
SS.01 Rev A - Site Section 01

*House Types (Elevations, Floor and Roof Plans) –*

HT.C-DET-BES-A.pe Rev C - House Type C - Detached - Bespoke - Variation A

HT.C-END-BES-A.pe Rev C - House Type C - End Terrace - Bespoke - Variation A  
HT.CRRL-BES-1.pe Rev C - House Type Carroll - Bespoke - Option 1  
HT.CRRL-BES-2.pe Rev A - House Type Carroll - Bespoke - Option 2  
HT.HPWR-BES.pe Rev D - House Type Hepworth - Bespoke  
HT.HPWR-BES-A.pe Rev C - House Type Hepworth - Bespoke - Variation A  
HT.K-END.pe Rev B - House Type K - End Terrace  
HT.P-DET-BES-A-1.pe Rev C - House Type P - Bespoke - Detached - Variation A - Option 1  
HT.P-DET-BES-A-2.pe Rev C - House Type P - Bespoke - Detached - Variation A - Option 2  
HT.P-END-BES-A.pe Rev C - House Type P -End Terrace - Bespoke - Variation A  
HT.P-END.pe Rev C - House Type P - End Terrace  
HT.P-END-BES.pe Rev C - House Type P -End Terrace - Bespoke  
HT.P-MID.pe Rev C - House Type P - Mid Terrace  
HT.SYKS-BES.pe Rev C - House Type Sykes – Bespoke  
HT.WRDW-BES.pe Rev C - House Type Wordsworth - Bespoke  
HT.D-END-BES.pe Rev D - House Type D - End Terrace - Bespoke (Affordable)

*Flat Blocks ((Elevations, Floor and Roof Plans) –*

FB-J.pe Rev D - Flat Block J  
FB-K.pe Rev D - Flat Block K  
FB-L.pe Rev D - Flat Block L  
FB-M.pe Rev D - Flat Block M  
FB-N.pe Rev E - Flat Block N

*Garage, Cycle Store, Garden Shed (Floor Plan and Elevations) –*

GAR.01.pe Rev B - Single Garage 01  
GAR.02.pe Rev B - Twin Garage 02  
CS.01.pe Rev C - Cycle Store 01  
SHED.01.pe Rev C - Garden Shed 01

*Architectural Details –*

AD-01 Rev A - Architectural Details 01  
AD-02 Rev A - Architectural Details 02  
AD-03 Rev A - Architectural Details 03

*Proposed Landscaping and Landscape Management Plans –*

ALK-EDL-ZZ-XX-DR-L-0150 Rev P4 - Illustrative Masterplan  
ALK-EDL-XX-ZZ-DR-L-0100 Rev P4 - General Arrangement Plan  
ALK-EDL-XX-ZZ-DR-L-0101 Rev P4 - General Arrangement 1/5  
ALK-EDL-XX-ZZ-DR-L-0102 Rev P4 - General Arrangement 2/5  
ALK-EDL-XX-ZZ-DR-L-0103 Rev P4 - General Arrangement 3/5  
ALK-EDL-XX-ZZ-DR-L-0104 Rev P4 - General Arrangement 4/5  
ALK-EDL-XX-ZZ-DR-L-0105 Rev P4 - General Arrangement 5/5  
ALK-EDL-XX-ZZ-DR-L-0106 Rev P4 - Hardscape Plan 1/5  
ALK-EDL-XX-ZZ-DR-L-0107 Rev P4 - Hardscape Plan 2/5  
ALK-EDL-XX-ZZ-DR-L-0108 Rev P4 - Hardscape Plan 3/5  
ALK-EDL-XX-ZZ-DR-L-0109 Rev P4 - Hardscape Plan 4/5  
ALK-EDL-XX-ZZ-DR-L-0110 Rev P4 - Hardscape Plan 5/5  
ALK-EDL-XX-ZZ-DR-L-0111 Rev P4 - Softscape Plan 1/5

ALK-EDL-XX-ZZ-DR-L-0112 Rev P4 - Softscape Plan 2/5  
ALK-EDL-XX-ZZ-DR-L-0113 Rev P4 - Softscape Plan 3/5  
ALK-EDL-XX-ZZ-DR-L-0114 Rev P4 - Softscape Plan 4/5  
ALK-EDL-XX-ZZ-DR-L-0115 Rev P4 - Softscape Plan 5/5  
ALK-EDL-XX-ZZ-DR-L-0121 Rev P2 - Tree Location Plan  
ALK-EDL-XX-ZZ-DR-L-0116 Rev P4 - Management Zones Plan 1/5  
ALK-EDL-XX-ZZ-DR-L-0117 Rev P4 - Management Zones Plan 2/5  
ALK-EDL-XX-ZZ-DR-L-0118 Rev P4 - Management Zones Plan 3/5  
ALK-EDL-XX-ZZ-DR-L-0119 Rev P4 - Management Zones Plan 4/5  
ALK-EDL-XX-ZZ-DR-L-0120 Rev P4 - Management Zones Plan 5/5  
ALK-EDL-XX-ZZ-SH-L-0800 Rev P4 - Planting Schedule  
ALK-EDL-XX-ZZ-SH-L-0801 Rev P4 - Planting Schedule  
ALK-EDL-XX-ZZ-RP-L-0701 Rev P2 - Landscape Management Plan  
ALK-EDL-XX-ZZ-RP-L-0702 Rev P2 - Landscape Maintenance Schedule

*Levels and Drainage –*

RAD-ARP-XX-XX-SK-CX-0081 Rev P02 - Retaining Wall and Plot Levels  
RAD-ARP-XX-XX-SK-CX-0082 Rev P02 - Cut/Fill Isopach  
RAD-ARP-XX-XX-SK-CX-0083 Rev P02 - Surface Water Drainage  
RAD-ARP-XX-XX-SK-CX-0084 Rev P02 - Foul Drainage  
RAD-ARP-XX-XX-SK-CX-0085 Rev P01 - Surface Water Drainage Schedule  
RAD-ARP-XX-XX-SK-CX-0086 Rev P01 - Foul Drainage Schedule

*Lighting Layouts, Schedules & Assessments –*

271568-01-SK-18 Rev A - Site Layout Transport Overview 5 (LIGHTING)  
WLC896-PRV-1300-001 Rev R1 - Proposed Private Lighting Layout  
WLC896-CS Rev R0 - Adoptable Column Schedule  
WLC896-LC-AC-001 Rev R0 - Adoptable Area Calculations  
WLC896-RA Rev R0 - Adoptable Risk Assessment  
WLC896-PRV-1300-001 Rev R0 - Proposed Private Lighting Layout  
WLC896-PRV-RA Rev R0 - Private Risk Assessment

*Documents & Reports –*

271568-01 Rev 4th Issue - Transport and Waste Note (July 2023)  
271568-01-Aac Rev R04 - Acoustic Assessment  
RAD-ARP-ZZ-XX-RP-CX-002 Rev Issue 01 - Surface Water and Foul Drainage Strategy Report  
RT-MME-155996-01 - MiddleMarch Ecological Review (February 2023)  
8589 Rev 3 - FES Energy Statement (July 2023)  
266362-00 Rev 1 - Designers Response to Stage 1 Road Safety Audit (May 2023)  
WLC896-DCR-001 Rev R0 - Adoptable Design Considerations & Environmental Report (May 2023)  
CMS DCU Kent Compatibility Enquiry  
CMS DCU Kent Compatibility Response  
Redrow Homes Bat and Bird Box spec

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

### Pre-commencement Condition

- 3. Vegetation Clearance** - No development shall take place until vegetation within the site has been cleared under an ecological watching brief, and a letter from a suitably qualified professional confirming when this has taken place has been submitted to and approved by the Local Planning Authority.

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

*Informative: KCC Ecology have confirm that as vegetation has only established since February 2023 (approx. 6 months) they are satisfied that it is unlikely that significant populations of protected species will have established on site. They have clarified that given vegetation has only recently established they are satisfied that details of the methodology to clear the vegetation does not need to be provided in advance providing clearance takes place under an ecological watching brief. They encourage clearance to be carried out as soon as possible (between April and September 2023 approx.) and recommend management is implemented to ensure the site remains as bare ground until construction works commence.*

### Prior to the Installation of Underground Services

- 4. Services and Trees** - Notwithstanding the details shown on the approved plans, no installation of underground services shall be carried out until a detailed plan of underground services showing the relationship with trees within streets and open spaces, together with details of the final layout and spacing of trees in relation to street lighting, has been submitted to and approved in writing by the local planning authority. The submitted details shall demonstrate that no conflicts will arise between underground utilities and tree roots. Details and locations of root barriers and root cell crates shall be submitted where applicable, clearly demonstrating that trees have access to sufficient soil volumes. There shall be no overall reduction in the number of trees when compared with the approved landscaping plans. Any trees unable to be delivered in the position indicated on the approved plans shall be relocated in the first instance within the same street or public space, and only when this is not possible, should replacement trees be provided elsewhere on site.

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

*Informative: Particular attention to tree planting to the southeast of flat block L, and within the narrow car park verges south of flat block N should be made to ensure soft landscape in these areas is either enlarged, or below ground root cells are provided to give these trees sufficient soil volume to establish.*

### Prior to Development Above Ground Floor Slab Level

- 5. Noise Mitigations** – No development above ground floor slab level shall take place until details of the proposed noise mitigation strategy and measures to the properties fronting the Primary Street, that states the specifications of glazing, and ventilation for

each dwelling, in accordance with the Acoustic Assessment produced by Arup dated 28 February 2022, document reference 271568-01-Aac Rev R04, have been submitted to and approved in writing by the Local Planning Authority. Details should confirm that windows will remain openable and will not be fixed shut. The approved mitigation shall thereafter be installed prior to the first occupation of each affected dwelling.

Reason: In order to protect residential amenity of the future occupants from noise disturbance in accordance with Dartford Core Strategy Policy CS17, and to ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Dartford Development Policies Plan Policy DP7.

6. **Drawing updates** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until updated plans confirming the following details/changes have been submitted to and approved in writing by the Local Planning Authority;

- An updated House Type Sykes – Bespoke - Floor Plans and Elevations (HT.SYKS-BES.pe Rev C), introducing additional detailing to the side elevation fronting the Secondary Street of Plot 292 comprising recessed Flemish bond brick detailing around the windows at the first-floor bathroom and window to the stairway.
- An updated Dwelling Material Plan (DML.02 Rev D) which avoids the use of red-brick to plot 295.

Reason: To ensure a high-quality design and detailing providing appropriate visual interest to a side elevation fronting the Secondary Street and to re-enforce the street scene along the eastern edge, resulting in the satisfactory appearance of the development in accordance with Dartford Development Policies Plan Policy DP2

7. **Detailed drawings** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until detailed drawings (at 1:20 scale) for the following have been submitted to and approved in writing by the Local Planning Authority:

- a. Details of each roof envelope including roof edges, parapets, copings, rooftop plant screening, and lift over runs etc
- b. Principal features on the facades for:
  - Dark coloured horizontal format cladding
  - Dark coloured vertical format cladding
  - Dark coloured cladding to windows
  - Window spandrels
  - Projecting window bay/surrounds
  - Brick built bays
  - Recessed and projecting entrance ways to apartments
- c. Detailed feature brick elements including mortar joint profiles for:
  - Flemish bond panel (recessed by 20mm from façade) with contrasting header bricks
  - Brick and a half soldier course (flush finish) and Brick and a half soldier course (protruding by 20mm from façade - Flat Block N) with standard/darker mortar.
  - Double soldier course (recessed by 20mm from façade) with standard/darker mortar (Flat Blocks L and M)

- 20mm double protruding/projecting rustication in light grey/white multi stock brick
  - 20mm double protruding/projecting rustication in dark blue brick
  - 20mm Single protruding/projecting brick band
  - Brick corbelling
- d. Key junctions/bonds between materials/finishes, including the elevational location of all joints required for movement
  - e. Elevational location and details of all items which are fixed to the façades including, air vents, ventilation grills, flues and/or louvres extraction systems (e.g ASHP), rainwater pipes, lighting, bird & bat boxes, lighting, dry-riser inlet box, apartment signage, electricity meter cupboards, alarms including any provision for cable runs boxes
  - f. Details of all openings, including head, jamb and sill details, including profiles, for typical openings and all ground floor entrances and doors to balconies / terraces demonstrating level accessible thresholds.
  - g. All entrance canopies including fixing and soffit details
  - h. Details of all proposed balcony types, including plans, sections and elevations detailing structure, soffits, kickboards, downpipe drainage, balustrading (including laser cut patterned balcony panels to apartments L and M), floor finishes and terraces (to ground floor balconies), demonstrating level accessible thresholds
  - i. Details of how parking spaces will be demarcated in residential parking courtyards.

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

*Informatives: Laser cut balcony balustrading would ideally reference the chalk cliff character narrative e.g. referring to the chalk striations, the historic marks left by quarrying, or perhaps the microscopic pattern of chalk itself.*

*GRP front door canopies to be coordinated with surrounding brick course detailing and be no wider/deeper than the projecting dark blue/black double brick courses and be no wider than the brick course feature as indicated on approved drawing AD-01 Entrance canopies and projecting window bay/surrounds should be manufactured from GRP or aluminium panels.*

8. **External materials** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until details of materials and products, including finishes, of external materials to be used on the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. These shall include (but are not limited to):

- a. All façade and roof cladding materials
  - Light brick and light mortar
  - Dark blue brick with dark mortar
  - Red brick and natural mortar
  - Dark coloured horizontal format cladding panel
  - Dark coloured vertical format cladding panel
- b. All brick and mortar types including brick bond, mortar colour and joint profile, copings and parapet capping, including feature brickwork elements (as listed under planning condition 7c)
- c. Fenestration including window / door types (including finishes, glass types and any manifestation, depth of reveals), window cills and headers, spandrel

panels, including dark grey frames for the approved house types and black window frames for the apartment buildings.

- d. All external doors (including garage doors)
- e. Facing metalwork (including balustrades, balcony flat bar fins, powder coated aluminium panels, service doors, screens, gates)
- f. All items which are fixed / integrated to the façade (eg fins/louvres, vent grilles, rainwater pipes, bird/bat boxes, canopies)
- g. Soffits and canopy materials
- h. Balcony and terrace floor finishes
- i. Projecting window bay/surround

Samples of the above materials should be provided. Sample panels of facades shall be provided with details and sizes to be agreed with the Local Planning Authority in advance. The development shall be carried out in accordance with the approved details.

Reason: To secure high-quality design and detailing and to ensure that materials will make an acceptable contextual response, resulting in the satisfactory appearance of the development in accordance with Dartford Development Policies Plan Policy DP2

*Informative: Balcony balustrading colouration to either match brickwork of the apartments (blue/black or white/grey) or justify a colouration which responds well to the chalk cliffs, e.g. rusty colours seen*

9. **Landscaping details and updates** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until the following landscape details have been submitted to and approved in writing by the local planning authority:
- a. Detailed planting plans at 1:200 scale for the whole scheme including details of the numbers of all trees, hedges, shrubs and herbaceous species to be planted, together with a planting schedule providing individual species, sizes (heights, spread, pot size) and densities, and detailing plant supports. Details should move away from a reliance on planting mixes to plot frontages, including full details of the final arrangement of individual plant species and densities, ensuring a degree of individuality between plots. Details should include additional hedging around the incidental play and seating opposite plot 269 within the View Corridor; a review of the small planting verges with trees south east of flat block L, and within the narrow car park verges south of flat block N, and consideration for the intersections between refuse vehicle tracking and landscaped areas should be reviewed to ensure landscaping is appropriate and no trees are lost adjacent to plots 295 and 297; north of flat block K; within the parking court south of flat block N; and within the View Corridor opposite plot 267.
  - b. Full planting specification to include ground preparation and planting supports for hedgerow planting and climbing species.
  - c. Full details of all hard surfacing materials shall be submitted together with specification of edging and kerbs across the site.
  - d. Detailed construction drawings should also be submitted for the following:
    - Raised community planters
    - Self-binding gravel paths, including a suitable edging
    - Paving banding and cycle path arrows within the View Corridor.
    - Flush kerbing to shared surface areas.
  - e. A site wide levels plan should be submitted, covering all areas of open space and public realm, and to include both spot levels and gradients, in particular to



paths and areas of steeply sloping open space, ensuring all planting is deliverable.

- f. Details of the position and finish of the 4 footpath/cycleways terminating to the south and eastern boundary. Details should confirm the termination of the footpath/cycleways will be located and finished to provide appropriate connections into the adjoining public open spaces.
- g. Full specification details (including construction details) for all street furniture and play equipment should be submitted, which shall include heights and gradients of play mounds, full details of associated play surfacing, details of raised planters, seating (in particular the gabion wall seating in the south), signage, bollards (including collapsible bollards), external cycle racks and lighting fixtures, as well as details and locations of litter and recycling bins.
- h. Full details of the materials and appearance of all boundary treatments should be submitted, including garden access gates with a minimum width of 1.2m, including full specification for low walls with railings; retaining walls, in particular within the open space opposite plots 285-288 where a detailed construction drawing is required. Consideration should be given to the use of gabion walling for retaining features in the public domain and within private gardens, and the incorporation of hedgehog highways and bee bricks across the site.
- i. A revised set of General Arrangement Plans and Boundary Material Layout plans to regularise inconsistencies between these plans, updates should include an adjustment to the wall height adjacent to parking space L6, north of Flat Block L to provide a gradual reduction in height from 1.8m to 0.60m at the position of intersecting visibility splay.
- j. A revised Landscape Management Plan to include greater detail on hand weeding, particularly within the wildflower meadow areas and within rain gardens.

The development shall be carried out in accordance with the approved details and thereafter maintained in accordance with the approved Landscape Management Plan at all times.

Reason: To ensure a satisfactory appearance to the development and ensure there are no conflicts between services and street furniture that would result in conflict with landscaping design in accordance with adopted Dartford Development Policies Plan Policy DP2, and in support of creating opportunities to incorporate biodiversity in and around new developments in accordance with paragraph 180 of the NPPF.

*Informative: While red leafed feature trees have not been proposed in either RM1 or RM2, there is an opportunity to review and coordinate tree species along the View Corridor route through the final details secured by this condition and the live application for the discharge of Condition 5 (landscaping details) pursuant to reserved matter approval EDC/21/0104 which is currently under consideration (application reference EDC/23/0047) to better respond to the Alkerden Area Master Plan and Design Code requirement for a vibrant seasonal displays and red leafed trees for the View Corridor. Bee Bricks needs to be positioned in a warm, sunny, preferably south facing spot with nothing blocking the façade, ideally at least 1 metre from ground level with no upward limit. An indicative connection to the MUP in the west has been removed during the course of the application as Henley Camland (site wide developer) has confirmed that the connection here will not be feasible due to engineered land levels required for the adjacent drainage swale. The applicants have confirmed that they have the ambition to explore the*

*connection and will seek to discuss this further with Henley Camland as the plans for the MUP become formalised.*

10. **ASHP** - No development above ground floor slab level shall take place until details of the location, technical specification, appearance and form of the air source heat pumps, as identified in the Energy Strategy by FES Group (July 2023), has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the air source heat pumps shall be installed prior to first use of the dwelling to which they relate and shall thereafter be retained in working order at all times.

Reason: To ensure the sustainable development of the site in accordance with the aims of Policy CS23 and the Dartford Core Strategy and to protect the appearance of the site, in accordance with Dartford Development Policies Plan Policy DP2

11. **PV Panels** - No development above ground floor slab level shall take place until details of the location, technical specification, appearance and form of the solar photovoltaic panels, as identified in the Energy Strategy by FES Group (July 2023), has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the solar photovoltaic panels shall be installed prior to first use of the dwelling to which they relate and shall thereafter be retained in working order at all times.

Reason: To ensure the sustainable development of the site in accordance with the aims of Policy CS23 and the Dartford Core Strategy and to protect the appearance of the site, in accordance with Dartford Development Policies Plan Policy DP2

12. **EVC** - No development above ground floor slab level shall take place until details of the proposed active electric vehicle charging points (comprising SMART 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) as detailed within the Transport and Waste Report produced by Arup (July 2023) have been submitted to, and approved in writing by, the Local Planning Authority. The details shall include arrangements for management and maintenance of the electric vehicle charging points that are located within communal car parking areas / 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, unless otherwise agreed in writing by the Local Planning Authority, shall be retained at all times.

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

*Informative: Approved models are shown on the Office for Low Emission Vehicles Homecharge Scheme approved chargepoint model list:  
<https://www.gov.uk/government/publications/electricvehicle-homecharge-schemeapproved-chargepoint-model-list>*

13. **Ecological Enhancements** - Notwithstanding the details submitted with the application, no development above ground floor slab level shall take place until a proposal for ecological enhancements within the site has been submitted to and approved in writing by the Local Planning Authority. The proposal shall include:

- Detail of 12 bird boxes and 12 bat bricks and boxes to be incorporated across the site and within the buildings.
- Details of a green roof vegetated system covering at least 20% of the roof area of Flat blocks L, M and N, unless solar photovoltaic systems as approved in condition 11 above dictate otherwise. Should details for a green roof system which covers less than 20%, the application should be accompanied by a detailed justification demonstrating why 20% cannot be achieved and confirming that the application of green roof systems has been maximised alongside PVs.

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

Reason: In the interests of biodiversity, nature conservation and enhancement, in accordance with Dartford Core Strategy policy CS4 and Dartford Development Policies Plan Policy DP25.

*Informative: The bio-diversity diversity action plan approved pursuant to the outline planning permission stipulates bat roost features are to be included within the buildings, therefore a proportion of the bat bricks should be integral to the built form, e.g. a bat brick. A range of bird boxes should be reviewed and installed to benefit as many species as possible. These could include sparrow terrace boxes, swift boxes or bricks, open fronted and hole nest boxes. The location of bat and bird boxes should be adjacent to open spaces, away from busier roads and lighting. Bird and bats have different environmental requirements so should not be found next to each other - birds prefer largely north facing and bats prefer south to east facing. The applicant should therefore review final bat and bird roost features with an ecologist to ensure optimum locations for bird and bat roost features are secured. EDC officers acknowledge that the extent of green roof coverage will not be known until the specification and extent of the coverage for solar photovoltaic (PV) for the apartment roofs has been established.*

**14. Lighting** – Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until a detailed lighting scheme to streets, open space, and parking courts, including security lighting, bollard lighting and the illumination of the buildings at night, has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- a. functions of proposed lighting and the uses it supports (e.g. for recreation facilities)
- b. a lux plan showing all proposed lighting (adoptable, non-adoptable, bollard, combined lighting)
- c. details of time limits on lighting and hours of operation
- d. details of how the lighting scheme will mitigate any potential biodiversity impacts arising from the installation or operation of the proposed lighting (particularly in relation to bat brick and boxes being brought forward as part of the development)
- e. details of fixtures, any supporting structures and systems of control such as timers and sensors including surface finish and colour
- f. details on colour temperature of the lighting and the associated public realm surfaces including reflectivity and glare

The development shall be carried out in accordance with the approved plans and implemented prior to first use of the area to which they relate and shall thereafter be retained at all times.

Reason: To ensure a satisfactory appearance to the development and secure an appropriate level of lighting which will conserve and enhance the amenity of residents, neighbours and wildlife habitats in accordance with adopted Dartford Development Policies Plan Policies DP2 and DP25.

*Informative - Details should regularise discrepancy between Proposed Adoptable Lighting Layout and Adoptable Column Schedule, include details of bollard lighting in terms of the classification of road lighting and contribution towards the illuminance calculations of the roads can be confirmed, and should demonstrate that lighting on the surface of bat roost features would be below 1 lux. It has been identified by KCC Highways and Transportation that roads to be offered for KCC highways adoption should be illuminated to P4 lighting class (P5 is acceptable for footpaths) and all proposed equipment should be to KCC requirements*

15. **Cycle storage** – Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until details of internal and external cycle storage has been submitted to and approved in writing by the Local Planning Authority.

The details shall confirm compliance with the Sustainable Travel Strategy requirements for cycle storage, including:

- A storage capacity to accommodate a minimum of 1 adult bicycle per bedroom within a dwelling
- Doors secured by mortice locks and not padlocks.
- Shed cycle storage comprising tongue and groove construction, with minimum 18mm thickness, securely fixed to a concrete foundation and ground anchors provided.
- At least 1m<sup>2</sup> storage space must be provided within the shed, for garden equipment etc, in addition to that provided for cycle parking.
- Where more than two bicycle spaces are required, the scheme should include either a 'Sheffield' stand or wall bars to provide a secure fixing point.

The cycle storage facilities as shown on the approved plans, shall be constructed, furnished and made available for use prior to the relevant dwelling first being occupied. Cycle storage for all houses shall be provided within rear gardens, and not within garages. These cycle storage areas shall thereafter be retained and kept available for use by the residents at all times.

Reason: In order to encourage sustainable travel, in accordance with adopted Dartford Development Policies Plan Policies DP3 and DP4, and the Ebbsfleet Sustainable Travel Strategy.

#### Prior to First Use/Occupation

16. **Water efficiency** – No dwelling shall be occupied until the water efficiency measures to achieve the water usage of 105 litres per person per day as identified in the Energy Strategy by FES Group (July 2023) has first been installed and thereafter such measures shall be retained in perpetuity.

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

17. **Parking** - The dwellings hereby approved shall not be occupied until the areas shown on the approved layout as vehicle parking spaces / have been provided, surfaced and drained. The spaces identified as parking for, visitors, and unallocated on the approved Parking Plan shall be kept available at all times as unallocated parking. Thereafter, no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the area of land reserved for vehicle parking or in such a position as to preclude its use for vehicle parking.

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

18. **Visibility Splays** - No junction or access shall be brought into use until the relevant vehicle and pedestrian visibility splays as set out in the approved Transport and Waste Note - 4th Issue (July 2023) have first been provided. 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, the splays shall be kept clear of obstructions over 0.6m in height for the pedestrian splays and 1.05m in height respectively and maintained as such at all times.

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

19. **Vehicle loading/unloading and turning** - Vehicle loading/unloading and turning as set out in the approved Transport and Waste Note - 4th Issue (July 2023) shall be provided prior to the relevant junction or access being first brought into use. Thereafter, no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the area of land reserved for Vehicle loading/unloading and turning or in such a position as to preclude its use for Vehicle loading/unloading and turning.

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

#### Compliance

20. **M4(2)** - The dwellings associated with plots 228, 268, 269, 270, 271, 273, 283, 285, 286, 287, 287, 288, 289, 290, 293, 294, 299, 300, 305, 306, 307 and 308 and all flats in the development hereby approved (as identified in drawing number M42P.02 Rev E), shall be designed and constructed in accordance with Building Regulations Part M4(2) - Accessible and Adaptable Dwellings.

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

#### **INFORMATIVES:**

1. **ADDITIONAL DOCUMENTS**

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

*Planning Statements –*

- Application Form
- Knight Frank Covering Letter (Dated 28.02.23)
- Knight Frank Planning Statement (Dated 28.02.23)
- DAS01 - Design and Access Statement (March 2023)
- Knight Frank Letter (Dated 24.04.23) Re. SAMMS Tariff payment
- Knight Frank Letter (Dated 12.05.23) Re. off site housing contribution
- Knight Frank Letter (Dated 25.05.23) Re. response to landscaping comments
- Knight Frank Filenote (Dated 26.05.23) Re. design and architecture amendments
- Knight Frank Filenote (Dated 26.05.2023) Re. Updated drawing list

*Email Correspondence –*

- Knight Frank email (Dated 22.05.2023) RE. RESPONSE TO HIGHWAYS & RSA
- Knight Frank email (Dated 22.05.2023) RE. RESPONSE TO NOISE
- Knight Frank email (Dated 23.05.2023) RE. LOCAL EMPLOYMENT INITIATIVE

*Schedules –*

- *SL.02 Rev E - Accommodation Schedule*
- *SL.02 -NDSS Rev E - NDSS Compliance Schedule*

*CGI Views –*

- CGI-01 Rev C - Southern Tip - CGI view 01 - Day - JPEG
- CGI-02 Rev B - View Corridor - CGI view 02 - Day - JPEG
- CGI-03 Rev B - Southern Tip - CGI view 03 - Day - JPEG
- CGI-04 Rev C - Southern Tip - CGI view 04 - Dusk - JPEG
- CGI-05 Rev C - Western Edge South - CGI view 05 - Day - JPEG
- CGI-06 Rev C - Western Edge North CGI view 06 - Day - JPEG
- CGI-07 Rev B - Eastern Edge North CGI view 07 - Day - JPEG
- CGI-08 Rev A - Eastern Edge Park CGI view 08 - Day - JPEG

**2. SIGNAGE**

It is acknowledged indicative details of the position of signage has been provided on the approved plans. The applicant is advised that full details of signage will need to be considered under the Advertisement Regulations and a separate application submitted, as necessary.

**3. STAGE 3 ROAD SAFETY AUDIT (RSA)**

Kent County Council Highways and Transportation have advised that the submitted RSA highlighted trees and visitor car parking bays within the visibility splays. While this has been accepted given the Designer's Response, should the Stage 3 RSA raise these as an issue and there is crash data reviewed before adoption of this route then the spaces may need to be amended in due course at a cost to the developer. Subsequent amendments to the planning permission may be required in this instance.

**4. OUTLINE PLANNING PERMISSION**

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

**5. BUILDING REGULATIONS AND OTHER CONSENTS**

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

#### 6. NAMING AND NUMBERING

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

#### 7. LANDSCAPING

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

#### 8. STRATEGIC ACCESS MANAGEMENT AND MONITORING STRATEGY (SAMMS)

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

#### 9. PERMITTED DEVELOPMENT RIGHTS

The applicant is reminded that the outline consent for Eastern Quarry removes permitted development rights for alterations to dwellings. The garage/car ports set out in the approved plans must be maintained with no enclosure to the rear elevations without prior permission and future residents should be advised of this.

#### 10. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

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

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

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

Please note: Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: [www.kent.gov.uk/roads\\_and\\_transport.aspx](http://www.kent.gov.uk/roads_and_transport.aspx) or telephone: 03000 418181) in order to obtain the necessary Application Pack.

#### 11. POSITIVE AND CREATIVE APPROACH TO DECISION-TAKING

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

- The applicant/agent was provided with pre-application advice;

- The applicant/agent was advised of planning issues during the processing of the application and additional information has been submitted to address these;
- The application was determined within the relevant timescales in accordance with an extension of time agreement.

## **1.0 SITE CONTEXT AND PROPOSAL**

### Background

- 1.1 The application site is formed of an area of brownfield land situated within the Eastern Quarry (EQ) strategic development site in Ebbsfleet Garden City.
- 1.2 EQ, which measures some 270ha in area, is bounded by the A2 to the south, the B255 and Bluewater shopping centre to the west, and Alkerden Lane and the settlements of Greenhithe and Swanscombe to the north. Outside the boundary of EQ, the Northfleet West Sub Station site (known as Ebbsfleet Green) is under construction by Redrow to the southwest.
- 1.3 Outline planning permission was granted for EQ in 2007 for up to 6,250 dwellings together with 33% associated open space and up to 231,000 square metres of built floorspace for business premises; education community & social facilities; hotels; theatre; supporting retail and leisure facilities. All matters were reserved for later consideration. The outline consent was varied in 2013 to allow for a change in land disposition across the Site. A second variation to the outline approval was granted in March 2018 to allow alterations to parameter plans reflecting an update in land levels and land use disposition.
- 1.4 The masterplan for EQ takes the form of three connected villages. The first village to come forward is Castle Hill to the east. Except for some small parcels of land, detailed consent has been granted across Castle Hill for 1,610 dwellings and is nearing completion. The focus for development now turns to the central and western villages. Details have been approved for a total of 516 dwellings in Ashmere village to the west through a joint venture between Countryside and Clarion Housing, with occupations in Phase 1 and construction progressing on Phase 2. The central Alkerden village, which forms the commercial and community heart of EQ, has permission for an education campus anticipated to be operational in 2025, and the first phase of Alkerden Market Centre comprising a mixed-use development including a supermarket, café, children's nursery, gym/leisure space and neighbourhood green has been approved this year. Detailed approval has also been given for 697 dwellings across Alkerden with construction commencing with Bellway (Parcel 5a) and Westerhill Homes custom build units (Parcel 7) in Alkerden north. In Alkerden South, Redrow has commenced its first phase (RM1) with 3no. high quality show homes due to launch this summer. In total there are approximately 1,644 completions across EQ at this time.

### Application Site

- 1.5 The application site is located in the south of Alkerden village and stands some 250-420m south-east of the Market Centre, a short walk from the Fastrack corridor and the Education Campus.
- 1.6 The Site forms an irregular shape, measuring 2.36ha in size and forms part of a wider Redrow landholding of 10.43ha within Alkerden South. The Site will be bound



to the north by the southern Primary Street (EDC/21/0164) which includes segregated cycleway and footway, to the east by the Greenzone and swale (EDC/17/0071); to the south by parkland including Castle Hill lake (EDC/17/0164); to the southwest by the major urban park (MUP); and to the north-west by the secondary street which was approved as part of RM1, Redrow's 1st phase (EDC/21/0104). Beyond the Site's immediate boundaries to the east, across the green zone and swale, is Castle Hill which is nearing completion. To the west, beyond the major urban park, future phases of Ashmere are planned. Future Redrow development parcels (RM3 and RM4) are situated to the north, beyond the primary street.

- 1.7 Former quarrying activity at EQ has created a dramatic landscape with steep chalk cliffs around the perimeter. Much of the former quarry has been backfilled with Thanet sand over the worked chalk but there are still considerable land level differences between the quarry floor and the Site's surrounding areas. Earthworks for Alkerden have previously been approved under a separate planning application for advance infrastructure and these works have been undertaken at the Site to form the development platform. As such, the Site currently consists of an undeveloped parcel of land which slopes from north to south with a level change of approximately 20m at present.
- 1.8 The Site is in a highly sustainable location, close to Alkerden Market Centre, providing the principal commercial and community services for residents, including the approved education campus featuring primary and secondary schools with dual-use sports facilities. Future residents will be well-connected to the Fastrack corridor as well as the wider road and cycling network and will be well served by the varied public open spaces which adjoin the application site to the east, south and west.

### Proposal

- 1.9 The application seeks approval for all reserved matters (access, appearance, layout, scale, and landscaping) pursuant to the extant outline permission for EQ for the construction of 91 dwellings, together with associated infrastructure, including roads and surface water attenuation.
- 1.10 Redrow Homes has a total landholding within Alkerden South of 10.34ha which is made up of 2no. land parcels, a square-shaped parcel adjacent to Fastrack and a southern 'triangle' to the south of the southern primary distributor road. The parcels have then been split into smaller land parcels for the purposes of submission of the Reserved Matters applications (RMA). This application forms the second RM parcel (RM2) to be brought forward and would complete development of the southern 'triangle'.
- 1.11 The proposed development comprises a mix of apartments and houses as follows:

**Table 1: Accommodation Schedule**

Dwelling Size	Apartments	Houses	TOTAL
1-bed	10	-	10
2-bed	27	-	27
3-bed	-	12	12
4-bed	-	42	42
<b>TOTAL</b>	<b>37</b>	<b>54</b>	<b>91</b>

- 1.12 The proposed development includes 5no. 3-4 storey apartment buildings predominately located in the south of the parcel, with 1no. positioned in the north-eastern corner of the Site. The remainder of the development comprises medium density 2-3 storey housing fronting several different street typologies ranging in formality and orientated at the edges of the development to look out onto the adjoining public open spaces. The proposals also incorporate several incidental open spaces to the southern tip and eastern edge which provide informal pocket parks and public amenity space linking to the adjoining open spaces beyond the Site.
- 1.13 The outline planning permission for EQ requires the provision of 25% affordable housing on site and 5% off-site via a commuted sum. It is the applicant's intention to spread the affordable housing requirement across the whole of the Redrow landholding. As such, the total number of dwellings proposed as affordable housing in this phase is 4no. These units will be 100% affordable rent.
- 1.14 Pursuant to condition 25 of the outline permission for EQ, which requires the submission of details to be provided with any RMA, details of the following sections in relation to the condition have been provided in the submission and will be discussed in the appraisal section below:
- a) Updated area plan
  - b) Landscaping
  - c) Materials
  - d) Street lighting and furniture
  - e) Boundary treatment
  - f) Surface finishes and hard landscaping
  - h) External lighting (not street lighting)
  - j) Cycle Parking
  - l) Signage and interpretation
- 1.15 The schedule of open spaces as required by part g) of Condition 25 lies outside the red line boundary of the application site, being delivered to the west in the form of the Major Urban Park. A strategy for Public Art has been identified in the AMP for Alkerden including potential locations which lie outside this parcel. Details relating to public art as required by part i) of condition 25 is therefore not relevant to this application. In addition, details relating to part k) television receivers; and part m) layout of community buildings are also not relevant to this application.
- 1.16 In accordance with condition 28, a noise assessment has been submitted to support the RMA.
- 1.17 Condition 29 of the outline permission requires the submission of details of any telecommunication masts proposed relating to the area they are located within, so far as possible. Installation of telecoms equipment is to be delivered by the Sitewide landowner (Henley Camland). None are proposed in this area.

## **2.0 RELEVANT PLANNING HISTORY**

### High Level Permissions

- 2.1 DA/03/1134/OUT Outline permission for a mixed development comprising up to 6,250 dwellings and up to 231,000sq metres of built floorspace for: business premises; education;

community & social facilities; hotels; theatre; & supporting retail & leisure facilities & associated works.  
Approved 13.11.07

- 2.2 DA/12/01451/EQVAR S73 application for the variation of conditions of DA/03/1134/OUT to reflect a revised disposition of land uses across the Site.  
Approved 18.01.13
- 2.3 EDC/17/0048 S73 application for the variation of conditions of DA/12/01451/EQVAR relating to parameter plans and strategies.  
Approved 28.03.18

#### Discharge of Outline Conditions

- 2.4 EDC/18/0065 Application for approval of condition 10 attached to outline planning permission reference no. EDC/17/0048 relating to the Site Wide Master Plan.  
Approved 19.12.18
- 2.5 EDC/19/0006 Application for the Discharge of Condition 11 attached to the planning permission reference no. EDC/17/0048 relating to the submission of a Waste Management Plan.  
Approved 21.03.19
- 2.6 EDC/19/0035 Application for the discharge of condition 12 attached to planning permission reference no. EDC/17/0048 relating to the Water Management Plan.  
Approved 14.06.19
- 2.7 EDC/18/0091 Application for approval of condition 14 (a-b) pursuant to outline planning permission reference no. EDC/17/0048 relating to an archaeological field evaluation report, written timetable and safeguarding measures.  
Approved 18.06.19
- 2.8 EDC/17/0132 Application for approval of condition 15 attached to planning permission reference no. EDC/17/0048 relating to the Bio-Diversity Action Plan (BAP) implementation programme.  
Approved 20.12.18
- 2.9 EDC/19/0027 Application for the discharge of condition 16 attached to planning permission reference no. EDC/17/0048 relating to the submission of the utilities Framework.  
Approved 31.05.19.
- 2.10 EDC/19/0114 Application for the discharge of conditions 23 and 24 attached to planning permission reference no. EDC/17/0048 relating to the Sustainable Construction Code and Water Conservation Plan.  
Approved 15.11.19

- 2.11 EDC/20/0070 Application for the discharge of conditions 19 and 20 attached to planning permission reference no. EDC/17/0048 relating to the submission of an Area Masterplan and Area Design Code for the Alkerden Area. Approved 22.11.21.
- 2.12 EDC/22/0008 Discharge of condition 19 (area master plan) pursuant to outline planning permission EDC/17/0048 (update in relation to the Alkerden Market Centre). Approved 08.03.23.

#### Other Applications

- 2.13 EDC/18/0086 Reserved Matters Application pursuant to Conditions 2 and 18 of planning permission reference no. EDC/17/0048 relating to advanced infrastructure works in the form of land forming and earthworks within the Central and Western villages (excluding Alkerden Farm). Approved 06.03.19
- 2.14 EDC/19/0004 Housing Implementation Strategy pursuant to S106 attached to outline planning permission EDC/17/0048. Approved 31.05.19.

### **3.0 PUBLICITY**

- 3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) Weekly List and advertised as comprising major development on site via 3no. notices and via publication in a local newspaper.
- 3.2 Site notice expiry date: 11 April 2023
- 3.3 Press notice expiry date: 13 April 2023
- 3.4 No letters of representation have been received.

### **4.0 CONSULTATION RESPONSES**

- 4.1 The following organisations have been consulted on the application and the following responses have been received and are summarised below:
- 4.2 Dartford Borough Council (DBC)

Received 11.05.23 – NO OBJECTION

- Parking assessment does not provide full parking provision and should manage overspill.
- Environmental Health Officers (EHO) comments in respect of noise and amenity accepts the target guidance and the aims for window specifications set out in submitted noise report. They note that garden boundary treatment to affected properties should provide an appropriate acoustic barrier and winter gardens should be considered for relevant balconies. Overall, they concur with the report findings that the existing noise levels are not sufficient to prohibit the

development, but recommends a post-completion survey is secured by condition to determine whether the required standards had been met.

*EDC Officer Comments: Matters of parking are discussed within the appraisal section of this report, concluding that parking provision is acceptable and in general accordance with the Parking Management Plan (PMP) and Sustainable Travel Strategy (STS). KCC Highways has also been consulted on parking and highways and raises no objection. Matters of amenity in respect of noise are discussed below in the appraisal section of this report. Separate consultation has been carried out with an acoustic consultant commissioned by the EDC to consider noise elements of the proposals which confirms that adequate mitigation can be achieved. The submission of a detailed mitigation strategy that states the specifications of glazing and ventilation for each plot is to be secured by condition 5, which is comparable to the approach taken on RM1. The rear and side boundaries to the 8 properties (plots 301-308) fronting the primary street have been amended from a close board fencing to a brick-built construction, satisfying the EHO's recommendation boundaries should be acoustically reflective, Winter gardens are not being proposed for the apartment balconies given all apartments are dual aspect with openable windows to habitable rooms on relatively quieter façade, and all properties have excellent access to a network of extensive public open space directly adjoining the apartment building. While no formal comments from DBC were received in respect of affordable housing, following amendments to provide larger family sized units for affordable rent, DBC's Housing Development and Policy Manager confirmed via email that they were happy with the proposals and satisfied with the housing mix.*

#### 4.3 Kent County Council (KCC) Highways:

Received 30.03.23 – FURTHER INFORMATION REQUIRED

- Requires clarification on roads to be offered for adoption.
- Street lighting design does not appear to be submitted and needs to be reviewed.
- Road Safety Audit (RSA) and Designer's Response should be submitted as part of current submission.
- Identifies a number of visitor car parking spaces within visibility splays which should be reviewed through the RSA.
- The layout of the view corridor/ tertiary street does have visibility splays which fall to the opposite side of the carriageway and there are building lines which do not allow for visibility to be provided to the nearside edge of the carriageway. If this is to be adopted this will need to be reconsidered.

Received 08.06.2023 – RECOMMENDATIONS & COMMENTS

- The 1.8 metre brick walls adjacent to Plot 301 and car parking spaces L1 and M1 should be reduced or set back to allow for increased visibility. Similarly, the northern ground floor balcony of Flat Block K should be adjusted as it currently blocks the visibility splay.
- The RSA has highlighted visitor car parking bays and trees within the visibility splays, although the Designer's Response in regard to this is accepted. However, if the Stage 3 audit raises this as an issue and there is crash data reviewed before adoption of this route then the spaces may need to be amended in due course at a cost to the developer.
- The tracking provided does show the refuse vehicle and fire tender serving the streets. It is noted that swept paths for refuse vehicles overhang landscaping and some car parking areas, which cannot be avoided in narrow type streets.
- The car parking is provided broadly in line to local standards.

- Car club spaces are provided within Phase 1, and it is proposed to be reviewed if further vehicles are to be required. Although this is welcomed the car club spaces will need to be amended if additional spaces are required, this could cause friction for visitors in the future if visitor spaces are removed to provide car club spaces. This should be considered and dealt with sensitively; any changes to the Traffic Regulation Orders could be required depending on the time scales for any change.
- It should be noted that KCC's will not maintain any EV charge points.
- The cycle storage provided is in line with the standards.
- The bin collection points and drag distances adhere to manual for streets (MfS) standards.
- KCC's Streetlighting Team note the minimum they will accept on a road is a P4 lighting class, P5 is acceptable for footpaths. So, this will need to be redesigned to a P4 to be to adoptable standard. All proposed equipment is to KCC requirements.
- Recommends KCC standard informative is included

#### Received 17.07.23 – RECOMMENDATIONS & COMMENTS

- Amendments to the boundary treatment plan to remove obstructions within the visibility splays are welcomed and there is now no highway safety reason to object to the proposals
- Discrepancy between the street lighting approvals for the Redrow phases are acknowledged and should be discussed further through the Section 38 process and Technical Audit Process for the roads which are to be adopted.
- Recommends planning conditions securing the following details submitted within the Transport and Waste Report dated July 2023 for:
  - Provision and permanent retention of the vehicle parking spaces shown on the submitted plans prior to the use of the site commencing.
  - Provision and permanent retention of the vehicle loading/unloading and turning facilities shown on the submitted plans prior to the use of the site commencing.
  - Provision and permanent retention of the cycle parking facilities shown on the submitted plans prior to the use of the site commencing.
  - Provision and maintenance of the visibility splays shown on the submitted plans, prior to the use of the site commencing.

*EDC Officer Comments: Comments made in respect of the Stage 3 RSA are to be communicated to the applicants by way of a planning informative. In respect of refuse vehicles overhang areas of landscaping the applicants have noted the planting strategy has considered this and comprises low-level planting in these areas. An evaluation of the implications for landscaping will be discussed within the appraisal section of this report. EDC officers also note that manoeuvrability is shown for the largest available refuse trucks, which is considerably larger than locally used refuse vehicles therefore adequate turning and manoeuvring space is considered to be available for operating refuse vehicles. In respect of adoptable street lighting the applicant has queried KCC requirements for lighting to be redesigned to a P4 lighting class considering this differs from approvals achieved on RM1. The Applicants preference is to maintain a consistent approach across RM1 and RM2 agreeing that further lighting details should be agreed via a planning condition. Planning conditions securing the provision of vehicle parking spaces, vehicle loading/unloading and turning, cycle parking, and visibility splays are included.*

#### 4.4 KCC Ecology

##### Received 05.04.23 – CLARIFICATION & ADDITIONAL INFO REQUIRED

- Confirm date of ecological walkover survey
- Satisfied that native and wildlife friendly planting has been incorporated into the planting plan with 25% native trees and shrubs and 25% ornamental species (wildlife friendly), and the remainder being ornamental tree and shrub species.
- This RMA parcel is 2.36 hectares (5.83 acres) in size. As with RM1, we are looking for 5 bird and 5 bat boxes per hectare, equating to 12 bird and 12 bat boxes for the Site. Type bat and bird boxes to be reviewed to include integrated boxes rather than external boxes. The location of bat and bird boxes to be reviewed. These should be adjacent to open spaces, away from busier roads and lighting. Bird and bats have different environmental requirements so should not be found next to each other - birds prefer largely north facing and bats prefer south to east facing. It's our view that the applicant did not seek their ecologists view on the optimum locations of the bird and bat boxes.

##### Received 21.06.23 – NO OBJECTION SUBJECT TO CONDITIONS

- An updated report has confirmed that the survey was carried out in 2023. The submitted report has detailed that in February 2023 the Site had been cleared of all vegetation (following appropriate mitigation) and a construction platform was being created. Subject to the planning officer being satisfied the Site continues to be a unvegetated construction platform we are satisfied that no further ecological information is required, and the works are unlikely to result in a breach of wildlife legislation.
- Recommend that the plans are updated, or planning conditions secure the following:
  - The number of bird and bat features to be installed to the quantity required as part of C15 (17/0048). The locations informed by discussions with the applicant's ecologist.
  - Integrated bat and bird features are used rather than boxes.
  - The features are installed in buildings which are adjacent to areas of

##### Received 05.07.23 – NO OBJECTION SUBJECT TO CONDITIONS

- Following confirmation that construction platform has revegetated, it is possible that the Site is being used by protected/notable species (including breeding birds). However, as the vegetation has only established in the last 6 months, we are satisfied that it is unlikely that significant populations of protected species will have established on site and the vegetation can be cleared under an ecological watching brief to ensure the works avoid a breach of wildlife legislation. We advise that that the vegetation clearance is carried out between April and September (approx.) to ensure that hibernating species are not present within the Site (although we acknowledge that this is unlikely due the creation of the construction platform). We recommend that the following condition is included if planning permission is granted: *Prior to works commencing the vegetation within the Site must be cleared under an ecological watching brief. No works can be carried out within the Site until the Site has been released by an ecologist.*
- As the vegetation has only established in the last 6 months, we are satisfied that details of the methodology to clear the vegetation does not need to be provided. We would encourage the vegetation clearance to be carried out as soon as possible and management implemented to ensure the Site remains as bare ground until construction works commence.

*EDC Officer Comment: These comments are discussed within the appraisal section. Condition 3 has been recommended to ensure the necessary pre-commencement clearance of vegetation takes place and condition 13 has been recommended to ensure suitable ecological enhancements are made.*

#### 4.5 Kent Fire & Rescue

Received 31.03.23 - NO OBJECTION

- The Watch Manager Fire Engineering Team has confirmed that in their opinion the emergency access requirements for the Fire and Rescue Service under the above Act appear to have been met. They further note that fire service access and facility provisions are a requirement under B5 of the Building Regulations 2010, and that the relevant building control body has a statutory obligation to consult with the Fire and Rescue Service at that stage.

This opinion was maintained following reconsultation in June.

#### 4.6 KCC Lead Local Flood Authority

Received 11.04.23 - NO OBJECTION

- Having reviewed the submitted information the Sustainable Drainage Team Leader confirmed no objection to the determination of this application

This opinion was maintained following reconsultation in June.

#### 4.7 Natural England (NE)

Received 03.05.2023 – NO OBJECTIONS

- Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes (inc. SSSI) and has no objection to the proposals.

Received 08.06.2023 - NO OBJECTION

- NE acknowledges the EDC, as the competent authority, has undertaken an appropriate assessment (AA) of the proposal in accordance with regulation 63 of the Conservation of Species and Habitats Regulations 2017 (as amended). Having considered the AA, and the measures proposed to mitigate for all identified adverse effects that could potentially occur because of the proposal, NE advises that they concur with the AA conclusions, providing that all mitigation measures are appropriately secured in any planning permission given.

*EDC Officer Comments: Matters of European Habitat protection are discussed within the appraisal section of the report under the heading Habitats Regulation Assessment. Payment to the Strategic Access Management and Monitoring Scheme (SAMMS) has been established under the outline consent, ensuring that the proposed development is suitably mitigated. There is a negative restriction on the commencement of development until this contribution is paid.*

#### 4.8 Southern Water

Received 10.04.23 - NO OBJECTION

- The sewers services at this location are the responsibility of IWNL There is an inset agreement/NAV agreement in place between Southern Water and IWNL for the supply of sewerage services. The connection/ discharge points to the public



network and agreed discharge flow rates must be complied with inset/NAV agreements terms.

No change was made to these comments following reconsultation in June.

#### 4.9 Thames Water

Received 22.03.23 - NO COMMENTS

- Having reviewed the details, Thames water confirmed they have no comments to make at this time.

No response has been received following reconsultation in June.

#### 4.10 Designing Out Crime Officer (DOCO)

Received 30.03.2023 – NO OBJECTION

- Comments recommend the applicants/agents consult a DOCO to help design out opportunity for crime, fear of crime, Anti-Social Behaviour (ASB), nuisance and conflict, and the applicant attain a Secure by Design (SBD) certification to show commitment to crime prevention and community safety.
- Recommends the applicant/agent demonstrates the seven attributes of Crime Prevention Through Environmental Design (CPTED) when applicable, being: Access and Movement: Structure: Surveillance: Ownership: Physical Security: Activity: Management and Maintenance:
- Recommends using products such as doorsets, windows, CCTV, boundary and perimeter treatment, from the list of products that have been awarded the 'Police Preferred Specification' status
- Site security is required for the construction phase.

*EDC Officer Comment: These comments have been communicated to the applicant who have confirmed that Redrow have not consulted a DOCO and they do not intend to seek SBD certification. They also note that Building Regulations Approved Document Q (Security – Dwellings) covers security requirements in relation to doors, easily accessible windows, etc. Many of the points raised will be for consideration by the developer outside of the planning process. Points relevant to planning are discussed as part of the appraisal of the application. A Code of Construction Practice was approved by the OPP and updated under application ref. EDC/19/0112 pursuant to condition 35 of the OPP. This document secures details in respect of site security during the construction phase, confirming security will be predominately managed by fencing and gates, and manned by a security guard during normal working hours, with overall security for EQ will be maintained by the Site Wide Owner (Henley Camland), and each construction phase will be responsibility of the site Contractor.*

- 4.11 The following local councillors were consulted on the application but provided no comments - Cllrs S Gosine, R Gosine, D Nicklin.

## 5.0 **PLANNING POLICY**

### 5.1 National Policy & Guidance

National Planning Policy Framework July 2021 (NPPF)

National Planning Practice Guidance (NPPG)

National Design Guide

Building for a Healthy Life 2020

### 5.2 Development Plan

Dartford Borough Council – Core Strategy (2011):

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

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

DP1	-	Sustainable Development
DP2	-	Good Design
DP3	-	Transport Impacts
DP4	-	Transport Access and Design
DP5	-	Environmental and Amenity Protection
DP8	-	Residential Space and Design in New Development
DP9	-	Local Housing Needs
DP11	-	Sustainable Technology and Construction
DP25	-	Nature Conservation and Enhancement

Emerging Policy - Dartford Pre-Submission (Publication) Local Plan (2021):

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

5.3 Dartford Borough Council submitted for examination the Pre-Submission (Publication) Dartford Local Plan on 13 December 2021. With subsequent progression through its examination in public, though both legal compliance and soundness stages, emerging policies clearly represent a material consideration in the determination of planning applications. The last (Stage 2) examination hearing day was held 30 November 2022. NPPF paragraph 48 advises weight may be given to relevant policies in an emerging plan according to the stage of plan preparation, extent of unresolved objections to relevant policies, and degree of consistency with the NPPF. Dartford Borough Council considers the plan now very well advanced, albeit the examination has not yet concluded. In terms of policy objections, the following policies have consistently lacked unresolved soundness objections and Dartford Borough Council regards all these policies as demonstrably consistent with the NPPF. Dartford Borough Council considers applicable policies including the

following may be material considerations afforded greater weight: S3, D1, D2, D3, D7, E3, M5, M6, M11, M13 & M16. EDC officers agree with this assessment.

#### 5.4 Other Guidance

Ebbsfleet Implementation Framework 2017

Design for Ebbsfleet Guide

Ebbsfleet Public Realm Strategy (EPRS)

Sustainable Travel Strategy (STS)

Alkerden Area Master Plan and Design Code (AMP/DC)

Alkerden Parking Management Plan (PMP)

Professional Practice Guidance on Planning & Noise New Residential Development May 2017 (ProPG)

## 6.0 **PLANNING APPRAISAL**

- 6.1 The main issues to be considered in connection with this proposal are the principle of development, each of the Reserved Matters (access, appearance, landscaping, layout and scale), highways matters, lighting, housing standards including amenity, affordable housing delivery, parking and cycle provision, sustainability and ecology. Intrinsic to the assessment of these issues is whether the proposal complies with local and national policy and the overarching aims of the suite of documents secured under the outline permission, notably the AMP/DC.

### Principle of Development

- 6.2 The Government is committed to significantly boosting the supply of housing and the delivery of a wide choice of high-quality homes to ensure development meets the UK's market and affordable housing needs. Paragraph 11 of the NPPF identifies that planning decisions should apply a presumption in favour of sustainable development and paragraph 73 endorses the provision of new homes that follow the principles of Garden Cities as an identification of quality. Policy CS10 of the Core Strategy supports housing provision in Ebbsfleet, in accordance with policies CS4 and CS5 which sets out specific parameters for the creation of a chain of distinctive and individual but linked communities. Policy DP7 of the DDPP supports housing development which provides for an appropriate range of housing stock and provision of a satisfactory quality of residential development. Delivery Theme 1 of the Ebbsfleet Implementation Framework promotes the delivery of a wide range of homes and tenures for all life stages, that meet local aspirations including the affordable housing requirements as set out in relevant local planning policies.
- 6.3 Outline planning permission (OPP) has already been secured for the whole of EQ. Its provisions are drawn down through a suite of documents approved pursuant to the OPP which form a comprehensive strategy and set of objectives for the delivery of housing in this location. An AMP/DC for Alkerden have been approved pursuant to the OPP and, as stated in the OPP, RMAs should generally accord with the AMP/DC, unless robust justification is provided.
- 6.4 The number of dwellings is dictated by the upper limit allowed by the OPP and density of character areas set out in the AMP/DC. For Alkerden the AMP/DC indicates a total between 1365-1550 dwellings. Current approvals within Alkerden total 697 units, with a further 670 currently under consideration, including the present application. The EDC is further aware of circa 400 units coming forward on the remaining parcels in Alkerden which would breach the upper limit of the AMP/DC by 50 units. Notwithstanding this, the present application is far from a tipping point.

Furthermore, combined figures for approved units and those under consideration across Castle Hill, Alkerden and Ashmere (inc. the present application) equate to 3328 units, which is well below the OPP limits of 6,250 dwellings.

- 6.5 The AMP/DC for this area identifies the application site for purely residential development with a medium density at 30-60 dwellings per hectare (dph). The proposed development comprises 91 dwellings on a parcel of land measuring 2.36 hectares (ha) which provides 38dph in accordance with the AMP/DC density requirements. The principle of the proposal therefore complies with the overall density strategy established in the AMP/DC.
- 6.6 As informed by obligations under the OPP, the AMP/DC commits to an even dispersal of affordable housing across the Site, with each phase to include a 25% provision. It should be noted it is the Applicant's intention to develop an affordable housing strategy to deliver the s106 requirement for 25% affordable housing provision across its landholdings in Alkerden South, rather than in each individual parcel. This has been discussed in principle and flexibility within the s106 has been identified which allows for some variation in the amount of affordable housing units coming forward in each detailed application, provided 25% of the total units across the development site are affordable. As such, the application proposes 4no. affordable housing units, equating to 4.4% of housing proposed in this parcel and shall be discussed further in the relevant section below.
- 6.7 The principle of residential development at the Site has been established by the OPP and the proposed development accords with the established vision, reflecting the detail set out in the aforementioned outline plans and documents.
- 6.8 Policy CS5 of Dartford's Core Strategy states that applications for reserved matters will need to demonstrate that proposals will not undermine the principles to be achieved across the Site as set out in the OPP to which they relate, as examined below.

#### Reserved Matter – Access and Highways

- 6.9 Matters relating to access include consideration of the accessibility to and within the Site for vehicles, cycles, and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Matters relating to parking provision will be considered separately under the Proposed Parking section below. Section 9 of the NPPF provides guidance for promoting sustainable transport and supports the creation of opportunities to promote walking, cycling and public transport use (paragraph 104). This is supported by Policy CS15 of the Core Strategy which encourages mixed use development and close interrelationship between different land uses, as well as the provision of Fastrack in order to minimise car use and make effective and sustainable use of the transport network. Policy DP3 of the DDPP requires development to be appropriately located to minimise and manage arising transport impacts and DP2.(1)(d) and DP4 promote the prioritisation of walking, cycling and public transport through clear linkages and permeability. Delivery Theme 3 in the Ebbsfleet Implementation Framework on 'Connected People and Places' promotes legible networks and the creation of safe, integrated, and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport.
- 6.10 Broad locations and principles for connections and road corridors within EQ were established under the OPP, particularly in the Transport Strategy and the Site-wide masterplan. Access to the Site has therefore been secured by high level documents

and the proposal complies with these. As such, the application site fits well into the wider road, pedestrian and cycle network and public transport corridor since this has been planned strategically.

- 6.11 Streets have a role in circulating traffic but also in creating distinct characters and successful places. Building upon the parameters in the OPP, the AMP/DC identifies a clear hierarchy and layout for streets through Alkerden to ensure streets are treated as key placemaking elements. The location of primary, secondary, and tertiary streets/mews, including areas where direct access would be permissible, are identified in the AMP/DC together with typical design layouts. Details of the street typologies were calculated to ensure dimensions met Kent Highway standards but also embedded strong principles of good urban design. The proposal complies with the layout and street typologies identified in the AMP/DC as set out below:
- 6.12 Primary Street - Alkerden South is accessed from the southern Primary Street which runs along the northern boundary of the Site. The AMP/DC advises this street will form the principal all vehicle connection through EQ, connecting Castle Hill to Ashmere through Alkerden, and providing access to the Market Centre and Education Campus. The AMP/DC stipulates the Primary Street network will be provided without direct access to plots to ensure highway safety, but the route should have a sense of formality with treelined verges either side of the main carriageway. The route will also provide a dedicated segregated cycleway. The detailed design of this route (carriageway, verges, footpaths, and segregated cycle route) was subject to a separate planning application (reference. EDC/21/0164). In accordance with the AMP/DC and in coordination with the adjoining RMA for the Primary Street, the layout of the proposed development ensures no vehicular access to properties from the Primary Street. Thus, vehicular access into the proposed development parcel is from the Secondary Street approved in RM1, and then distributed via a hierarchy of streets comprising Mews, View Corridor, Laneways and Cul-de-Sacs.
- 6.13 Secondary Street - The AMP/DC confirms that the Secondary Street will serve the residential parcels within Alkerden South and provide a spine road to lower category streets. The Secondary Street should provide a safe residential environment and as such will have a minimal carriageway width with traffic calming features to ensure low vehicle speeds. The street should be predominantly hard surfaced with use of tree grilles and intermittent unallocated parking bays. Cross sections, plans and coding principles within the AMP/DC show 2.0m wide planted verges (increased to 3.5m where car parking is incorporated), 2.0m wide footpaths before residential frontages which are shown fronted with hedging. The detailed design of the Secondary Street's western verges, footpath and carriageway were approved as part of RM1, ensuring vehicular access from the Primary Street to the north is available to the current development parcel. The approved carriageway extends along the north-west boundary of the application site and as such the present redline completes the design of this route, encompassing the south-east verges, footpaths, and residential frontages. In accordance with the AMP/DC, proposed verges are predominately 3.5m wide, incorporating a limited number of parallel parking bays and regular tree planting (further discussed under landscaping and parking below). Provision for a 3m wide shared cycle/footway is provided, which accords with the 'Cycling Friendly Street' confirmed in the AMP/DC (Figure 2.3) and connects to the corresponding shared provision within the Primary Street.
- 6.14 From the Secondary Street, 2no. residential streets and 1no. Cul-de-Sac provide access into the application site.

- 6.15 View Corridor Street - Running north to south through the southern portion of the Site, the proposed View Corridor continues the form and function of the route established in RM1. The AMP/DC illustrates a traditional layout for the View Corridor with a central roadway, generous tree lined verges incorporating car parking, and separate footpaths fronting residential front gardens on either side of the route. It stipulates that this street should provide an uninterrupted view through the development, from the Market Centre and Education Campus on Fastrack to Castle Hill Lake and the cliffs beyond. As per RM1, the Applicants have deviated from the AMP/DC in this respect creating a landscape led route with shared surfaces for vehicular and pedestrian access extending from residential frontages either side of a central landscaped spine, which incorporates limited car parking, an element of children's play and seating. The eastern side of the corridor includes a shared footway/cycleway incorporated into the street, providing connectivity through the parcel. While the proposed form is a variation from the AMP/DC, the design achieves the clear visual link from north to south as required by the AMP/DC, which will aid legibility and promote walking and cycling to the Market Centre and access to public transport via Fastrack, which is supported by EDC officers and the Ebbsfleet Design Review forum.
- 6.16 The remaining streets and their subsidiaries are tertiary streets.
- 6.17 Mews Streets - The AMP/DC identifies tertiary streets as the lowest category in the range of street typologies confirming these streets should provide a very safe residential environment, where children can play safely and design measures ensure very slow vehicle speeds. Several tertiary options are shown within the AMP/DC which include a more formalised street with planted verges on either side, intimate Mews Streets and Laneways which both have a smaller verge and a carriageway width. The proposed development identifies 2no. Mews Streets. The south-east Mews Street is accessed from the View Corridor and provides a formalised arrangement with soft landscape verges on either side of the road which generally accords with the provisions of the AMP/DC. The north-east Mews Street is accessed from the Secondary Street and continues the form and function of corresponding streets approved in RM1. As before, this street typology is not accounted for within the AMP/DC as properties fronting the Primary Street require rear vehicular parking access. Notwithstanding this, the layout provides a tight, intimate street which maximises tree planting where possible and follows the general principles of the mews street included within the AMP/DC.
- 6.18 Laneways - Both Mews Streets provide links to Laneways which front the east of the development parcel. The proposed vehicular access generally accords with the AMP/DC, providing a shared surface extending from the residential frontage boundary up to the open space opposite. A limited number of parallel parking spaces opposite dwellings within the verges adjoining the public open space are proposed. The carriageway is narrower than shown in the AMP/DC to maximise landscape opportunities and further reduce vehicle speeds, which is welcomed.
- 6.19 Cul-de-sacs - The proposed development also incorporates a limited number of cul-de-sacs and car parking courts serving apartment blocks, which are small in size and have been well designed to discretely locate open surface parking. These street typologies are in addition to the AMP/DC, designed to specifically respond to the layout of the site.

*Highways -*

- 6.20 The Secondary Street's vehicle crossovers and footpaths (up to the private residential boundaries), the 2no. Mews Streets, and the View Corridor are all intended to be offered to KCC Highways for adoption in this phase.
- 6.21 KCC Highway and Transportation officers have reviewed the proposals and note that submitted swept path analysis has illustrated that the layout accommodates the largest vehicles including refuse and fire trucks. No objection was previously raised in respect of access, they have however noted vehicle tracking for the largest refuse vehicle will overhang landscaping in several locations and is tight with 5no. car parking spaces within the narrowest streets. It is therefore acknowledged that manoeuvrability for the largest available refuse trucks (11.4m long x 2.5m wide) may be inconvenient in a limited number of locations. Nevertheless, DBC utilise a 10.6m long x 2.6m wide vehicle in this location and therefore adequate turning and manoeuvring space is available for their operations. An evaluation of the implications for landscaping shall be discussed in the relevant section below, however it is noted that the latest plans (received 10.07.2023) include an alteration to the turning head in front of plot 237, to the southern Mews Street, which has redesigned the shared surface materials to deter parking in this area whilst still providing space for the over-run of refuse vehicles. KCC have been consulted on the update and confirmed no objection to the changes.
- 6.22 A strategy for refuse collection is submitted with the application (ARUP Transport and Waste Report) confirming all waste collections will be made from within the Site. No waste collection will take place from the Primary Street. Refuse and recycling storage is proposed to be integral to each apartment building and is provided in rear gardens for all houses whereby a suitable side/rear access gate allows bins to be moved to the highway on collection days. Collection will generally be made from the front of properties, with some properties moving bins to collection points. KCC has confirmed that drag distances for both houses and apartments accord with the DBC guidelines and Manual for Street standards.
- 6.23 Concerns raised by KCC Highways in respect of several vehicle visibility splay locations have been addressed through amendments to the height of identified brick boundary walls and the position of Flat Block K. Re-consultation with KCC in respect of these updates has been undertaken and they confirm support for the amendments which have been made.
- 6.24 On KCC Highway's request the applicant has provided an RSA alongside a Designer's Response. This report acknowledges some trees and visitor car parking bays fall within visibility splays situated in the Secondary Street and southern most Mews Street. KCC has confirmed acceptance of the current layout, noting that should a Stage 3 RSA raise these visibility splays as an issue, then the subsequent highway's adoption process may require these spaces to be amended which may necessitate a subsequent amendment to the current application. It is recommended that this information be included on the future decision notice by way of a planning informative.
- 6.25 The proposals incorporate several cycle friendly streets which connect well to the formalised cycle routes. External cycle parking is also provided at the southern tip of the Site within public open space adjoining Castle Hill Lake, which is welcomed to support and promote cycling to and from the Site.
- 6.26 Pedestrian accesses within and through the Site are clear and legible. The proposals will provide new footpaths which connect well to the wider site and delivers walkable routes to public transport connections on the Primary Street and Fastrack, which in

turn provide a high level of accessibility to nearby services, facilities and employment areas. The strong street hierarchy summarised above assists wayfinding, prioritising walking through the clear visual link from north to south via the View Corridor, and east to west permeability which prioritises foot traffic over vehicular through routes.

- 6.27 Overall, it is considered the proposal sets out good urban design principles in respect of access and highways.

*Accessibility -*

- 6.28 Development should contribute to the accommodation requirements of residents with restricted mobility, or as they age. Condition 30 of the OPP states that, unless otherwise agreed in writing, 25% of all dwellings on the Site shall meet the Building Regulations M4(2), 'accessible, adaptable dwellings' requirements. Policy DP8 of the DDPP states that accessible/adaptable accommodation should be maximised on each site and 'proposals to construct new dwellings that do not include any Category M4(2) units for accessible and adaptable dwellings - or Category M4(3) units for wheelchair adaptable dwellings - within each housing tenure should provide a robust justification, otherwise permission will not normally be granted'. Emerging policy M8 of the Pre-Submission Local Plan (to which full weight cannot be applied) seeks to tighten requirements, setting out that all new build dwellings should meet the requirement M4(2) with 'a limited proportion' of dwellings to meet M4(3) sought on sites of 100 or more dwellings. Only where it can be robustly demonstrated why it is not possible to contribute to these requirements will applicable developments be exempted.
- 6.29 The proposed development will deliver 59no. M4(2) compliant units across the Site, equating to 65% of the development, with no M4(3) provided. M4(2) compliant units comprise all 37no. apartments, and 22no houses including the 4no. affordable homes.
- 6.30 As per RM1, the Applicants have provided more information in respect of the non-compliant units which indicates that the remaining 32 houses would comply with between 70-77% of the M4(2) criteria. The Applicant has confirmed that non-compliant housing does not primarily meet M4(2) standards because; many properties require a stepped approach between the car and the front door which cannot be provided as a result of sloping land levels; that flush level access from the rear patio doors into the garden will not be used due to previous customer care issues with water leakage over level thresholds; and, that the widths of 2 and 3 storey dwellings cannot accommodate the larger WCs at ground floor level required to potentially accommodate a level access shower and space for a wheelchair in the future. The applicants note that to achieve all of the M4(2) requirements the non-compliant houses would need to be increased in width by approx. 225mm, and this would have a detrimental impact on the site layout and overall quantity of units currently proposed.
- 6.31 Overall, the applicant has demonstrated that non-compliant houses still provide a good level of accessibility. While it is disappointing that no M4(3) provision is proposed, there is no requirement for M4(3) housing under the OPP. Overall, the proposals notably exceed the minimum requirement of the OPP for 25% M4(2) compliant housing. In the context of an otherwise high-quality scheme, the proposal is considered acceptable with regards to the provision of accessible housing.

Reserved Matter – Layout



- 6.32 Consideration in respect of layout include the way in which buildings, routes and open spaces within the development are provided, situated, and orientated in relation to each other and to buildings and spaces outside the development. The NPPF encourages the provision of safe and secure layouts which minimise conflicts between traffic, cyclists or pedestrians and avoids street clutter (paragraph 112). The NPPF sets out that the layout of new development should be successful, function well and add to the overall quality of an area (paragraph 130). The provision of a successful layout is intrinsic to good design which is at the heart of policy DP2 of the DDPP. Part 1c) of policy DP2 states that good design should facilitate 'a sense of place, with social interaction, walking/ cycling, health and wellbeing, and inclusive neighbourhoods, through a mix of uses and careful design and layout', while part 1d) seeks development to provide permeability through clear pedestrian and cycle linkages, active frontages, and a fine grain mix of buildings and spaces. Part 4 of the policy requires spaces to be designed to be inclusive, safe, and accessible for the whole community, reducing the fear of and opportunities for crime. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the design of new neighbourhoods follows good urban design principles to deliver, attractive, safe, and efficient layouts that contribute positively toward an appropriate character for Ebbsfleet.
- 6.33 The AMP/DC for Alkerden identifies appropriate block types, street design, building typologies and parking typologies for each area of Alkerden to achieve the desired character. Alkerden South Neighbourhood Character Area is identified within the AMP/DC by its orthogonal blocks which maximise views out onto the surrounding public open spaces and provides connections between them. Buildings are prescribed to have minimal set-backs from the highway to enhance the tight knit urban structure, with all principal elevations to face onto the public realm.
- 6.34 The proposals achieve a strong grid network with excellent integration into the immediate and strategic movement framework of EQ. Well defined perimeter blocks create a strong level of enclosure to all streets within the Site, as well as defining a variety of edges to the surrounding parks and open spaces to the east, south and west. The position and orientation of buildings maximise the outlook and surveillance on to these open spaces, which can in turn reduce the fear of and opportunities for crime and anti-social behaviour. 3-storey houses and apartments present a formal and regular frontage to the MUP in the west, which aligns with the layout approved in RM1. To the east, large, detached houses front the open space in a looser arrangement, creating a softer edge to the development which responds well to the natural character of the Greenzone between Alkerden and Castle Hill.
- 6.35 While the AMP/DC does not identify public open space to be delivered within this area, a plaza space at the southern tip of the View Corridor has been designed as a pedestrianised zone, creating a high-quality link and sense of arrival into Castle Hill Lake Park to the south. The layout provides an opportunity for social interaction, with incidental play, seating and cycle parking. Apartment buildings either side of the plaza frame views of the lake and the cliffs beyond. The scale of the buildings and provision of generous balconies provides good levels of passive surveillance from ground to upper floor levels.
- 6.36 To the north of this space, the View Corridor completes the principal north-south link for pedestrians and cyclists, connecting users from the east-west streets and feeding them into the wider strategic walking and cycling network beyond. Developed as a high-quality shared space this route functions well, balancing the need for pedestrians and cyclists travelling north to south, as well as vehicular access to homes and on-plot parking. It provides generous verges, incorporates seating and

planting and cohesively provides an attractive, green and well overlooked movement corridor. The east-west routes provide smaller scale streets that can potentially connect to the Greenzone Corridor to the east and Castle Hill Lake to the south, which in turn will provide access to the MUP in the west.

- 6.37 4no. indicative pedestrian/cycle links on predictable desire lines are shown up to the boundary with the adjoining park land. The plans acknowledge the precise location of these connections are to be determined prior to construction and in coordination with the site-wide land owner and developer of these spaces, Henley Camland. An indicative connection to the MUP in the west has been removed during the course of the application as Henley Camland have suggested the connection here will not be feasible due to engineered land levels required for the adjacent drainage swale. While the loss of connectivity would be unfortunate, it is acknowledged that the proposals provide a link via a short walk to the south (40m) which directly connects to footpaths which will feed into the MUP. Therefore, access and permeability into the MUP would still be achieved. The applicants have also confirmed that they have the ambition to continue to explore the possible connection to the west and will seek to discuss this further with Henley Camland as the plans for the MUP become formalised. To ensure a coordinated approach, condition 17 requires final details of the footpath/cycle terminations and connections prior to occupation, and an informative regarding the connection into the MUP is to be included to prompt further discussions between Redrow and the MUP design team.
- 6.38 Car parking is generally well accommodated on plot, or sensitively designed into the streets as parallel bays. Perpendicular parking and parking courts are limited in size and number. Appropriate levels of soft landscaping and tree planting has also been introduced to the parking courts ensuring these spaces are attractive, and parked cars are well concealed from views within the public realm and MUP.
- 6.39 The streets are considered to be well designed through the application of a strong street hierarchy and good landscape and architectural characterisation. This creates well-presented and distinctive streets and spaces with different characters to aid legibility and wayfinding. Consequently, the layout is deployed to filter traffic and deter through-routes, prioritising the movement and permeability of the Site for pedestrian and cyclists.
- 6.40 It is considered that the layout of the scheme follows principles to create a safe and secure environment, with the orientation of buildings providing active surveillance onto streets and open spaces. Comments from Kent Police do not raise fundamental issues in respect of the Site layout. Overall, the proposed layout is considered to be well developed and scores highly on the Building for a Healthy Life Assessment (BFHL), complying with all the necessary AMP/DC principles.

#### Reserved Matter – Scale

- 6.41 Consideration of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings. Matters of scale are intrinsically linked to good design quality as set out in policy DP2 of the DDPP, which require developments to be visually attractive, function well, add quality to the area and be inclusive. Policy CS17 of Dartford Borough Council's Core Strategy identifies that sites will be developed at a variety of densities dependent on their location and accessibility to public transport.

- 6.42 The densities established by the OPP and AMP/DC requires medium density development providing between 30-60dph across this phase. In terms of height, the OPP allowed for buildings up to +70m AOD (above ordnance datum), whereas the AMP/DC set a building height range of between 2-3 storeys for Alkerden South.
- 6.43 The application seeks approval for a large-scale residential development with a density of 38dph (91 Dwellings/2.36 hectares) which sits within the OPP and AMP/DC requirements for medium density development. The built form proposed predominately comprises 2- and 3-storey houses and apartments. The 3-storey houses are focused along the Primary Street and down the central View Corridor, to provide a sense of enclosure and scale along the key wide routes. 2-storey dwellings are located along the Secondary Street and east-west streets where the road widths are generally more intimate. The proposed scale varies at the edges of the development, appropriately responding to the open spaces they front onto; 3-storey houses and apartments continue the scale and formal presence established in RM1 to the MUP edge and the southern tip of the Site, whereas 2-storey detached dwellings are more loosely arranged to the eastern edge, responding to the more naturalistic environment and scale of properties beyond the green zone to the east within Castle Hill.
- 6.44 The proposals have introduced 1no. 3-4 storey apartment. Flat block N is located in the north-east corner. It is predominately 3 storey in height, raising up to 4 storey (13.40m) (+23.40m AOD) on the north-east corner of the building. This increase in height is proposed in response to the AMP/DC requirement for a 'Gateway building' in this location, marking the entrance into Alkerden from the east from Castle Hill South. The storey exceedance is limited and considered to be justified on the basis of urban design and placemaking. Given the heights are compliant in most cases across this phase, and do not exceed the OPP requirement of +70m AOD, the proposals are considered to generally accord with the AMP/DC.
- 6.45 Overall, the proposed scale of the development and of the individual buildings is consistent with the parameters set out in the AMP/DC and has been deployed in keeping with good urban design principals, creating a visually attractive, high quality, and well-functioning scale of development.

#### Reserved Matter - Appearance

- 6.46 Matters of appearance refer to a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour, and texture. The NPPF sets out the creation of high-quality buildings and places as being fundamental to planning. It identifies good design as being a key aspect of sustainable development, creating better places in which to live and work and helping make development acceptable to communities (paragraph 126). It states planning decisions should ensure developments add to the overall quality of the area for the lifetime of the development, demonstrate good architecture, are sympathetic to local character and history including the surrounding built environment (paragraph 130) and states that development that is not well designed should be refused, especially where it fails to reflect local design policies or take into account any local design guidance (paragraph 134). Policy CS4 of the Core Strategy on the Ebbsfleet to Stone Priority Area promotes the creation of distinctive but linked communities with built development 'reflecting the varied heritage of the area in order to create a sense of place'. Emerging policy M1 of the Pre-Submission Local Plan (to which full weight cannot be applied) and Policy DP2 of the DDPP requires developments to respond, reinforce, and enhance positive aspects of the locality including cliff faces. They also

state that materials must support a sense of place and be relative to the local character.

- 6.47 The AMP/DC identifies the Alkerden South Character Area as a contemporary tight-knit neighbourhood of family housing, where architecture will interpret the rhythms and the rich visual detail of traditional terraced house types, within a contemporary palette of materials that explicitly references the chalk cliffs. In respect of materials the AMP/DC identifies the use of brick is to be favoured to add warmth, solidity, and familiarity to the street scene. It supports a wide range of brick courses, bonds, and feature bricks to provide visual interest, and differentiate individual homes within the street, and a subtle use of materials to define street hierarchies.
- 6.48 The applicants have developed a design and character narrative derived from the EDC's Design for Ebbsfleet Guide. Inspired by the 'Pent' and 'Pinch' languages which were originally informed by the urban morphology of local villages, and the 'Fleet & Hithe' which takes inspiration from local riversides, the applicant has developed a variety of architectural responses and built forms. The architecture also responds to the white chalk cliffs of EQ, historic Kentish building forms, and waterfront warehousing of Northfleet. The chosen narratives achieve the scale and density established by the AMP/DC and provide an appropriate context for developing a locally distinctive and characterful response to the cultural heritage of Ebbsfleet and the landscapes within EQ and is therefore supported by EDC Officers.

#### *Housing -*

- 6.49 As detailed in the Design for Ebbsfleet guidance, the 'Pent' and 'Pinch' design narratives are derived from the Coombe base narrative specifically envisioned for EQ. For this reason, they have common architectural features and have been developed from similar background analysis taken from local historic villages within the wider locality to Ebbsfleet. 'The Pinch' was intended to be applied to steeper slopes which look down towards the chalk cliffs, while 'The Pent' was envisioned for the low gentle slopes closest to the chalk cliffs. The architectural language comprised contemporary interpretation of historic Kentish forms and is expected to relate to the cliffs and have a strong horizontal emphasis. Parking should be integrated on plot within the housing typologies or building plinths for both character narratives.
- 6.50 The proposals have interpreted these character narratives well for the most part. Dark masonry plinths, random window composition, front gable motifs, horizontal detailing in dark weatherboarding and brickwork detailing, as well as the use of projecting brick-built bays have been developed from the background analysis informing both narratives. The house types demonstrate a good consideration of the local vernacular, colour and material palettes. Façades are well articulated using feature brickwork, decorative brick bonds and generous glazing to provide visual interest along streetscapes. Entranceways are provided with shelter via projecting or generously recessed canopies and are highlighted with contrasting Flemish brick bonding, adding visual interest to these closely observed parts of the exterior.
- 6.51 The external built form for the 'Pent' character areas relates positively to the adjoining RM1 scheme supporting the street hierarchy along the Primary Street and View Corridor. The Primary Street comprises 3-storey houses with a strong gable front repeated to terrace and semi-detached houses, and a dark brick plinth to the ground floor which continues the strong formal composition and rhythm achieved in RM1. Similarly, the View Corridor contains house types comparable to the RM1 approval, constructed of contrasting white and dark bricks, and black weatherboarding. The dwellings are generally of a 3-storey form, offering scale to enclose the space and

the carefully considered green corridor it contains. Plots 269-268-267 to the south of the View Corridor form larger detached 2 storey dwellings taken from the 'Pinch' character area, which breaks the tight knit rhythm of the View Corridor. However, materials continue to be unifying and the enclosure at this point is mitigated by the 3-storey apartment building situated opposite these dwellings.

- 6.52 The 'Pinch' character areas rely on a more traditional design approach referencing Kentish village houses in a contemporary style. The houses comprise larger detached dwellings, featuring long roofs with double fronted bays and gable-fronted units featuring a 2<sup>nd</sup> contrasting front gable feature. Buildings are proposed in a formal orientation along the Secondary Street and east-west Mews Streets. Along the eastern edge, the units are more casually arranged to create a meandering rural-esq character responding to the landscape edge and open space. The Secondary Street may have been improved with a tighter form of development which would better mirror the appearance of RM1. Nevertheless, the variation in appearance is not considered to be harmful to the overall design quality of the scheme, and a common materials palette between RM1 and RM2 will create harmony between the two phases. Houses occupying corner plots within the Secondary Street have been well designed to consider activation on both elevations which front the public highway. Plot 292 (HT SKYES), to the northern Mews Street forms the sole exception and requires the side elevation fronting the secondary street to be improved. Planning condition 6 is therefore recommended seeking amendments to the House Type for plot 292 to introduce additional detailing comprising recessed Flemish bond brick detailing around the windows at first floor level to provide more visual interest onto the Secondary Street.

#### *Apartments –*

- 6.53 The development includes 5no. apartment buildings, informed by 3no. design narratives.
- 6.54 Flat Block N to the northeast corner provides a bookend to the Primary Street, incorporating a similar architectural appearance to the apartments approved in RM1 situated to the west. An asymmetric roof raises to 4 storeys on the corner of the building, delivering a prominent landmark feature which will be seen upon entering Alkerden from Castle Hill. This accords with the AMP/DC requirement for a gateway landmark in this location. A dark brick plinth provides a cohesive streetscene with the houses, and white/grey bricks on the upper floors responds to the materiality of the chalk cliffs.
- 6.55 Flat Blocks J and K have been designed in response to the 'Fleet/Hithe' narrative inspired by waterfront buildings referencing the historic warehousing and wharfs of Northfleet. Both buildings are composed of 3 large pitched-roofs inspired by river wharf-roofs forms. Flat block J capitalises on its prime location fronting onto the MUP, with the principal pedestrian and vehicular access approached from the rear of the building (south-east) via a car parking court shared with Flat Block K. Balconies provided along this western edge also ensure views from the apartment blocks are maximised. Flat Block K forms part of the view corridor. Both buildings utilise a simple palette of materials which respond well to the 'Pent' narrative of the View Corridor, utilising dark brick ground floor plinths, upper floors in white/grey brick. The selective use of vertical dark weatherboarding differentiates the two blocks from each other. Detailing includes projecting brick courses at ground floor level, selected location of Flemish bond brick detailing and horizontal weatherboarding between windows on upper floors, which adds variety to the ordered window formation.

6.56 Flat Blocks L and M have been designed as a pair of buildings forming a “Landgate” to the southern termination of the View Corridor. Together they frame views of the cliffs and provide enclosure to the open space proposed between the buildings, creating a memorable gateway into the parks and lakeside setting to the south. The buildings are successfully located into the landscape, with car parking concealed beneath undercroft parking and walled courts to the rear. Referencing the ‘Pinch’ character narrative, the massing and materiality of both buildings is intended to appear as large chalk blocks inspired by the adjacent chalk cliffs. Simple white brickwork features recessed double soldier course banding between floors, and dark grey projecting surrounds articulate windows positioned to look out towards the lake and cliffs, as specifically encouraged under the ‘Pinch’ materials and detailing. The main communal entrances to both blocks are accessed from the View Corridor providing active frontages to this space. Improvements to the appearance of the entranceways have been negotiated achieved by floor to ceiling glazing across the 3 storeys and a full height contrasting dark brick surround to the opening. Both buildings have balconies to all elevations, providing natural surveillance to the rear parking courts, and surrounding open spaces.

#### *Balconies –*

6.57 The apartment blocks are proposed with both semi-inset and corner balconies. Balustrades have been re-designed to provide more variety to each apartment block, through varying the colour of the solid aluminium panel. The use of solid panels with regular railings improves privacy for residents, mediating direct views into balconies and helping to conceal stored items. The applicant has confirmed that laser cut balustrading balconies is being explored for the southern elevations of Blocks L and M, which would provide additional distinctive detailing for these apartments. The final details to be secured by condition 7. The designs comply with the EDC Balcony Design Guide, with final details of soffits, balustrading, level accessible thresholds, and downpipe drainage to be secured by condition 7. Further discussion on balconies is provided at the ‘Amenity’ section below.

#### *Materials –*

6.58 A simple and high-quality palette of materials is proposed reflecting local character and supporting the creation of distinct and attractive development. This comprises contrasting dark blue/black and white/grey stock bricks, dark weatherboarding, and red russet or grey slate concrete roof tiles. The use of redbrick has been kept to a minimum on internal east-west streets. This provides some continuity with RM1 whilst ensuring the periphery of the village reflects the light tones of the chalk cliffs. One exception to this, is plot 295 which is the only redbrick property facing on to the eastern open space. This plot stands out as an anomaly, and it is therefore recommended that the Dwelling Materials Plan is updated and secured by condition 6 to avoid the use of red brick here to re-enforce the street scene along the eastern edge. All windows were originally proposed in a dark grey, to follow on from RM1. EDC officers requested a change in colouration due to the extensive use of grey already seen in the locality. The applicant has agreed to providing black windows to the apartment blocks which will add welcomed variety and can be secured by condition 8.

6.59 The selected materials are well used to create rich visual detailing on all buildings. The range of architectural detailing comprises:

- A regular projecting brick course (every 5th course) to ground floor plinths

- A range of brick soldier coursing (double and one and a half)
  - Stepped brick coursing to lower parts of façades
  - Recessed Flemish bond brickwork pattern which is deployed at 1st floor level highlighting the apex of the roofs, articulating windows, or used in a contrasting brick around entrance ways.
  - Black weather board is used in various permutation combining horizontal and vertical orientations to add detail and interest next to or around windows.
  - projecting brick-built bays provided in contrasting bricks.
  - Generous recessed entrances and projecting canopies.
  - Projecting window surrounds to be designed in aluminium or GRP (Glass Reinforced Plastic)
- 6.60 The proposed architectural detailing incorporates good decoration, colour, and texture and comes together well to create cohesive street scenes which are rich in visual interest and focal points. The applicant has confirmed that electric meters will be located sensitively either concealed within entrances or on side elevations. They confirmed there would be no gas meters on this phase and have agreed to a condition 7 to confirm the location of utilities to ensure the design of facades. The applicant has also agreed to increase projecting brick banding and recessed brickwork to 20mm, to increase shadow and animates the façade during different times of the day. The full specification details for all external facing materials are recommended as condition 8 with relevant updates and preferred materials confirmed.
- 6.61 The chosen character areas fit well together and enhance the layout and hierarchy of its streets and spaces, creating a strong sense of place. The simple layout is supported by strong levels of enclosure and a distinctive architectural character ensures the scheme is legible for both the general community traversing through and across the Site, as well as for residents accessing their homes and the wider areas of public realm provided beyond the Site boundary.
- 6.62 Overall, the proposed development is a high-quality scheme which responds well to the chosen design narratives. The palette of materials is limited to good effect, responding specifically and effectively to the relevant character area. The range of house types are not excessive and will provide tenure blind affordable homes. Taking the context of the Site and role of the development into consideration, the proposal responds well to the requirements of the AMP/DC and planning policy. Buildings and streets are visually appealing. The use of different character typologies as part of the wider narrative is effective in providing visual interest throughout the scheme and will also assist in wayfinding. Subject to recommended conditions, the scheme is considered to be of high-quality and is acceptable with regards to matters of appearance.
- 6.63 Lighting will be reviewed in the section below under landscaping.

#### Reserved Matter – Landscaping

- 6.64 This reserved matter considers the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the Site and the area in which it is situated including screening by fences, walls or other means; the planting of trees, hedges, shrubs or grass; formation of banks, terraces or other earthworks; the laying out or provision of gardens, courts, squares; and the provision of other amenity features. The NPPF states that planning decisions should aim to ensure developments are visually attractive with appropriate and effective landscaping (paragraph 130), identifying the importance of good landscaping being intrinsic to

good quality design, as advocated by policy DP2 of the DDPP. DP2 also states that consideration will be given to how landscaping relates to neighbouring buildings. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscape to promote healthy landscapes and encourage active lifestyles. Emerging policy M15 of the Pre-Submission Dartford Local Plan (to which full weight cannot be applied) expects major developments to deliver landscaping that is visually attractive, enhances biodiversity, uses native species incorporates sustainable drainage measures, and is resilient to climate change.

- 6.65 The AMP sets out extensive detailing for the design of open spaces and planting within the public realm, including consideration of verge widths to ensure an appropriate number of trees can be accommodated in the street. A tree strategy identifying different species for different areas of the Alkerden village, including details on preferred tree sizes is included. This is further supported by the Ebbsfleet Public Realm Strategy (EPRS) which establishes guiding principles to ensure a high-quality approach to landscaping is embedded within developments having consideration to health and wellbeing. For Alkerden South the AMP/DC specifies ornamental species, formal hedgerows and a controlled palette of evergreen ornamental shrubs are appropriate, alongside regularly spaced street tree planting, where street typology support this. It recommends fastigate maples, cherries and hornbeam varieties for their narrow habit and vibrant seasonal displays and identifies red leafed trees should be a focus of the View Corridor. Formal front boundaries, using low level walls, contemporary railings and low levels bushes are identified to balance privacy and surveillance. Hard surfacing materials are also specified for each street typology.

*General -*

- 6.66 The landscape proposals are generally well considered and appropriate to this part of Alkerden, continuing the high-quality design secured in RM1. The proposals portray the contemporary urban feel set out within the AMP/DC, while also sensitively responding to the adjoining open spaces to the east, south and west.
- 6.67 The provision of indicative connections to the Greenzone and Waterfront are welcomed, although it is acknowledged above in this report that coordination with adjoining landowners (Henley Camland) is required before these links can be finalised.
- 6.68 The coordination of trees and drainage routes has been confirmed although it is noted that several trees lie close to drainage runs, therefore final tree positions may require adjustment as detailed designs are progressed. The final details for all underground services and their relationship to trees is to be secured by conditioned 4, alongside details of tree root barriers, to ensure trees are not lost at a detailed design stage. Particular attention to tree planting to the southeast of flat block L adjacent to the MUP, and within the narrow car park verges south of flat block N in the northeast corner will be made to ensure soft landscape in these areas is either enlarged, or below ground root cells are provided to give these trees sufficient soil volume to establish.

*View Corridor -*

- 6.69 Areas of incidental play, feature seating, pathways and formal and informal planting follow the precedent set out in RM1 and are welcomed in principle. Trees have been located to allow views down through the View Corridor towards the cliffs in line with the AMP/DC. To the eastern side of the space a footpath/cycle link is provided within



the shared space, delivering access north to south through low-speed environments through the development. In response to officers' comments, the inclusion of hedgerow planting to create separation between the View Corridor greenspace and the Secondary Street roadway has been provided. However, there is still need for a hedgerow around the seating area and steppingstones within the open space in front of plot 269. This minor addition is to be secured by condition 9 alongside revised and finalised Soft Landscape plans. Adjustments have been made to the block, bound gravel and planting strips along the View Corridor to ensure these are coordinated, thereby strengthening the design intent. An entrance sign is proposed to the northern end of the View Corridor, details of the signage will be required by condition 9. Depending on the design of the proposed signage, this may also require separate consent under the Advertisement Regulations which will be advised by way of an informative. In general, the route provides an attractive and well thought out multi-purpose space which positively contributes to the landscape led approach established in RM1. Further details on materials for surfacing and lighting together with details of play provision and detailed landscape drawings will be required by conditions 9 and 13. While red leafed feature trees have not been proposed in either RM1 or RM2 thus far, there is an opportunity to review and coordinate tree species along this route through the final details secured by condition, and this ambition will be noted by way of a planning informative.

#### *Incidental Open Spaces -*

- 6.70 Neither the OPP nor AMP/DC requires open space for this site given its proximity to the adjoining strategic open spaces. Nevertheless, the proposals incorporate several incidental open spaces which will provide added value to future residents and appropriate transitions to the adjoining open spaces:
- Lake Edge – At the southern end of the View Corridor an open space is created between apartment blocks L and M. This space (approximately 600sqm) provides natural play opportunities, social seating to encourage conversations and interaction, and a landscaped transition to the adjacent lakes and public open space. Bicycle stands are provided to support cycling to and from the space. Terraced gabion filled with local recycled material such as chalk or flint seating offers a place to sit and survey the lakes, while defensible screening planting for ground floor apartments has been planned.
  - Eastern Communal Green Space – A small triangular green (approx. 300sqm) is situated adjacent to the eastern boundary and offers an informal communal space for socialising, relaxation and play. A pocket orchard, rain garden and herbaceous perennial planting are proposed alongside informal children's play. The focus on naturalistic planting helps to visually connect the Site to the adjacent Greenzone.
  - Boundary Orchards – Naturalistic and edible planting has been introduced to pocket spaces along the east and south-west edges of the scheme (approx. 500-700sqm). These spaces integrate the scheme with the surrounding parkland proving a soft edge treatment by way of hedging and native/Kentish fruiting trees. Underplanting utilises wildflower meadow and a dedicated edible/foraging trail with raised community growing beds will be provided for residents and the wider community. Information boards will advise on when best to pick the fruit and how to ensure good yields.
- 6.71 Overall, the landscape proposals for these areas are welcome as they provide additional and attractive spaces and routes around the Site. Generous planting

across the perimeter significantly improves placemaking and provides a natural edge to a scheme that is embedded between three key pieces of green infrastructure.

#### *Soft Landscaping -*

- 6.72 The planting proposals are generally well considered with predominantly semi-mature trees and a good stock size to ornamental planting, giving an instant impact to the scheme. Additional information has been provided in respect of the planting schedules clarifying planting within the mixed beds, the inclusion of further evergreen and structural planting within the mixes, including taller stature species in mix PM6 and the inclusion of climbing plants are welcomed.
- 6.73 As no specification for plant supports has been provided, this information will be conditioned for hedgerow planting and climbing species to contribute to the successful establishment of these planting features (Condition 9). Plant heights, spreads and pot sizes have also been omitted in places within the Planting Schedule. Updates are therefore required by condition 9.
- 6.74 As noted by KCC Highways, the body of the largest available refuse vehicles would need to over-hang planting areas (and in some places trees) in a number of locations. It is however noted DBC utilise a smaller vehicle, therefore implications for vehicle turning and landscaping is unlikely to be as severe as the swept path analysis currently shows. In any case, the final details for landscaping and trees are to be secured by planning condition 9, and these pinch points will be reviewed as part of the detailed design to ensure landscaping is appropriate and no trees are lost.

#### *Hard Landscape –*

- 6.75 Hard surfacing proposals comprise black tarmac, concrete and block paving, and resin bound gravel in a range of grey tones. The limited palette would provide a coherent approach to the public realm and create a clear identity for the parcel. Flush kerbs are anticipated to shared surfaces within the mews and laneways which is welcomed to enhance landscaping and slow vehicle speeds. Construction details for the self-binding gravel paths within the open spaces, including a suitable edging, and feature paving banding is secured by condition 9. A site wide levels plan is secured under the same condition, demonstrating gradients of slopes to paths and open space areas.

#### *Street Furniture and Play Equipment -*

- 6.76 The proposed play strategy and street furniture proposals are generally supported. The proposals include a variety of seating to the view corridor and open spaces to the south and east in the form of timber cubes, wooden benches, some provided in a bespoke curved arrangement offer opportunities for social interaction. Timber topped gabion walls filled with local recycled material are also shown. Litter bins, cycle stands, bollards (inc. collapsible bollards to the northern laneway turning head) and community raised planters are indicated, and a range of incidental play features are incorporated. Full specification details for all street furniture are secured under condition 9, including construction details through the raised planters, full details of all play equipment, associated safety surfacing specification, as well as the heights and gradients of slopes and play mounds.

#### *Parking Courts –*

- 6.77 4no. parking courts serving the apartment blocks are proposed. The courts are small in size, are well enclosed by brick-built boundaries or defensible planting and feature under-croft parking to flat block L and M. They are well resolved in relation to tree provision and planting, with additional hedging, climbing plants and defensible planting employed to soften these spaces and visually conceal parking from the surrounding public realm. Hard surfacing is shown in a range of block paving, with a playful arrangement of block paving proposed to the parking courts serving flat blocks L and M in the south which invites connection through these spaces to the frontage of units fronting the MUP to the west.

*Boundary treatments and Retaining Walls -*

- 6.78 Indicative boundary treatments generally respond well to their proposed location, with robust brick walls in light or dark bricks fronting public spaces and timber fences demarcating between plot boundaries. Low walls with railings, and railings with low level planting are also indicated and considered to be suitably positioned. The rear boundaries to 8 properties (plots 301-308) fronting the northern Mews Street have been amended from a close board fencing to a brick-built construction considering they form a significant part of the public realm in this location. No elevation details have been provided for boundaries, it is therefore proposed to secure full specification for walls, railings, fences, etc. by condition 9. A reduction in the wall height adjacent to parking space L6 in the southeast of the site, north of Flat Block L, to improve visibility for vehicles accessing the parking court has been undertaken in response to KCC Highway's comments. While the reduction in wall height benefits visibility splays, reducing the wall to 0.6m along its entire length has implications for the concealment of parking which had previously been commended. Condition 9 therefore requires a review of the final details of this wall, seeking a gradual reduction to the appropriate height at the position of the visibility splay. KCC highways have confirmed their agreement to this approach.
- 6.79 Several retaining walls are proposed due to the sloping topography of the Site. These have been planned between rear gardens of the residential plots which means a number of residential gardens will have 1.8m close boarded fence above a substantial retaining wall. Plots 272, 276, 275, 274, 291, 296, and 300 have retaining structures over 1.00m high along their northern/north-eastern boundaries. Plot 297 has a significantly higher 1.60m high retaining structure. While the impact of a 1.8m fence atop a 1.6m high retaining structure will be significant, the extent of the retaining wall at this height is limited (3m out of a 14m rear boundary), the property will benefit from a generous rear garden (15m x 14m) mitigating any overbearing impact from the scale of the combined wall and fence, and given the position and orientation of the property, future occupants are unlikely to suffer harmful overshadowing. A small retaining structure is shown to the east of the triangular green, indicating a drop off beyond the eastern turning head of the cul-de-sac (east of plot 286). The applicants have confirmed that low wall or a low-level railing will be provided in this location to prevent reversing vehicles from missing the change in levels. Full specification confirming the construction and appearance of the retaining walls inc. gabion features is required and can be secured by condition. The applicant has also confirmed that gabion walling filled with chalk and flint can be considered in these locations to add texture and interest to private gardens most significantly affected by retaining features which is welcomed. A 1.2m high hedge is proposed in front of houses and apartments fronting the MUP to the west. This boundary is considered appropriate given the proximity to the swale anticipated within this section of the MUP and the steep land levels which will be engineered for this location.

- 6.80 There remain some slight discrepancies between the boundary treatments shown on the General Arrangement Plans and the Boundary Materials Layout. Revised sets of both plans should be conditioned to pick up these inconsistencies.

*Landscape Management –*

- 6.81 Condition 65 of the outline permission states that landscaping schemes approved as reserved matters applications 'shall be implemented during the first planting season following completion of the relevant area of the development and shall thereafter be maintained for a period of five years. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced within the next planting season'. A detailed landscape management plan and landscape maintenance schedule has been submitted with the application setting out objectives, tasks, methods, and timing to cover all areas of planting, hard landscape and street furniture. The documents identify that long-term implementation of the management plan will be carried out by a landscape management company and that it will be reviewed annually to allow adjustments and revised every 5 years for more major changes such as the exclusion of work, as necessary. An update to the Landscape Management Plan is required to include greater detail on hand weeding, particularly within the wildflower meadow areas and has been secured by condition 9.
- 6.82 Overall, the site has developed an extensive landscape strategy that is high quality and works well with the layout to create a strong sense of place. Subject to the aforementioned planning conditions the approach to landscaping is supported.

*Lighting –*

- 6.83 The NPPF and policy DP2 of the DDPP require developments to create inclusive, accessible and safe places which reduce the fear of, and opportunities for, crime. Well-designed street and external lighting should therefore be provided to ensure safe and appropriately lit streets and spaces, whilst also limiting the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation as per paragraph 185 of the NPPF and Policy DP5 of the DDPP.
- 6.84 The AMP/DC confirms the Lighting Strategy for Alkerden applies the principles set out in the approved Public Realm Strategy secured under the OPP for the hierarchy of streets and spaces across the development. Relevant to this residential parcel in the south of Alkerden, the AMP/DC requires lighting to be designed to: provide a safe level of light for pedestrian and vehicular movements and crime prevention; provide visual guidance and assist in way finding strengthen links between areas; Be of a sympathetic human scale appropriate to the character of the village. It also confirms that road light fixtures will have to meet the following criteria:
- Provide a controlled light distribution (limiting glare and light pollution).
  - Provide light efficiently (reducing energy requirements)
  - Provide good colour rendition by means of white light
  - Provide an acceptable aesthetic standard (consistency among the different element of the light installation and street furniture).
  - The light fittings and column complement the street furniture palette
- 6.85 Some details related to proposed lighting have been included in the submission and have been checked by an external consultant who has identified that more information is required. The submission confirms lighting has been designed in accordance with BS 5489:2020 'Design of Road Lighting' with private roads within the development being illuminated to the P5 lighting class. Whilst this has been

confirmed as the appropriate standard to be applied for road lighting on subsidiary roads, adoptable roads have also been illuminated to P5. These roads should be illuminated to P4 in line with KCC Highways recommendations and updates are therefore required and will be secured by condition. While lighting and landscaping appear to have been coordinated details of the final layout of trees in relation to street lighting is required. Further information is also required in respect of bollard lighting, and to ensure lighting has been designed to consider bat boxes proposed as part of the development (or vice versa). Consequently, the final design of lighting will be controlled by condition, based on the principles and general approach identified in the submitted application. Lighting within the adoptable highway will be agreed with KCC and therefore does not form part of this assessment.

#### Building for a Healthy Life

- 6.86 A Building for a Healthy Life (BFHL) assessment of the scheme has been undertaken by EDC officers. BFHL is a design tool to measure and assess good design for new homes that is supported by the housebuilding and architectural industries as well as Government and Local Authorities.
- 6.87 The development is considered to perform well against the 12 BFHL criteria, and amendments have been made to the apartments and houses improving the appearance of balconies, providing some distinction in window colouration for the apartments which has improved the scores for 'Memorable Character' from amber to green. Similarly, the applicants' commitments to the inclusion of green roofs to some apartment buildings, and the agreement to incorporate the relevant number of bird and bat box features, has improved the score for 'Green and Blue Infrastructure' from amber to green. Consequently, the scheme now achieves 11 greens and 1 amber.
- 6.88 The single amber score has been awarded against 'Cycle and Car Parking' due to the size of parking garages/carports which are not meeting the minimum sizes set out in the Sustainable Travel Strategy (STS) and recommended design and functionality improvements in relation to communal cycle stores provided for the apartment buildings. The provisions for cycle parking, the size of garaging and its implications for the overall quantum of parking is to be reviewed further below in this report. The BFHL assessment does acknowledge merits of the proposed development in this category, confirming that the proposals are otherwise largely in compliance with the STS. The design delivers a parking strategy that utilises a variety of parking typologies to sensitively incorporate parking into the development, concealing it from the street and therefore minimising its visual impact across the public realm. The inclusion of understorey parking to some apartment blocks is welcomed alongside tree planting and landscaped verges within parking courts which meets BFHL recommendations. The proposed development also integrates a good level of electric vehicle charging and planning condition 15 has been agreed to ensure compliance with the STS cycle parking requirements for both houses and apartments, securing storage capacity for a minimum of 1 adult bicycle per bedroom within a dwelling, appropriate security measures for external cycle stores, and sufficient storage space for other garden equipment where garden sheds are utilised.
- 6.89 Overall, the scheme is very high scoring achieving 11 out of 12 greens and passes the BFHL assessment and will provide a very good quality scheme.

#### Housing Mix

- 6.90 Policy CS18 of the Core Strategy seeks to provide an appropriate spread of housing mix across developments, particularly in relation to houses and flats. The policy

seeks to achieve an approximate ratio of houses to flats at 70:30, requiring developments comprising 100 homes or more to provide approximately 70% as family houses of 2 bedrooms or more. However, the policy does set out that a higher proportion of flats may be acceptable in the Ebbsfleet Valley Strategic Site in which EQ is located. Emerging policy M8 of the Pre-Submission Local Plan (to which full weight cannot be applied) sets out that the majority of dwellings on all development should provide 2 or more bedrooms and that major development should include provision for three and four-bedroom homes.

- 6.91 The proposed ratio of houses to apartments is 59:41 which deviates from the standard ratio required by Policy CS18. However, as noted in the policy, a higher proportion of apartments may be acceptable in this location. EQ has been master-planned to achieve the overall quantum of development on the basis of higher densities in the most sustainable locations, at village centres and along the Fastrack corridor. The Site is located adjacent to the Market Centre, within a 5-minute walk (approximately 400m) from the centre, the education campus and Fastrack, it is therefore considered to be in a highly sustainable location. Moreover, the AMP/DC identifies the Site to be for medium density development which is best suited to the provision of a mix of houses and apartments and, as discussed above, the apartment buildings are important in design terms for overall place making. The proposed housing mix ratio is therefore acceptable in this context and given the flexibility in the policy for developments falling in this area. The proposed development provides 54 family houses (2+ bedrooms) equating to 59% of the development. While this strictly fails the 70% requirement set out by CS18, the scheme on its own is under 100 units, moreover the Ebbsfleet exemption for more flats necessitates fewer 2bed+ houses.
- 6.92 Overall housing numbers and mix will continue to be monitored as site delivery progresses. Affordable housing mix is considered further in a subsequent section of this report.

#### Housing Standards / Amenity

- 6.93 The NPPF states that Local Planning Authorities should avoid granting consent for development which would give rise to significant adverse impacts on health or quality of life and should mitigate and reduce other adverse impacts arising from new development. Local Policy DP5 of the DDPP seeks to ensure developments are compatible with residential functions and would not harm their amenity by potentially harmful factors including overshadowing, overlooking causing loss of privacy, and intensity of use.
- 6.94 The Nationally Described Space Standards (NDSS) were introduced by the Government in March 2015 as part of a revised approach to provide technical standards to drive the provision of quality housing throughout the country. Dartford's Core Strategy policy CS17 requires housing to provide internal spaces that are appropriate and fit for purpose and have adequate internal storage and recycling storage space, whilst policy CS18 requires developments to provide the maximum amount of practical proportion of homes built to Lifetime Homes standards (although the emphasis on Lifetime Homes changed because of the Government's Housing Standard Review in 2015). Policy DP8 of the DDPP identifies that the design of new residential development will only be permitted where dwellings meet NDSS unless clearly shown to be unnecessary or unviable due to site specific circumstances. In reference to the Garden City, the DDPP sets out 'the EDC consider sufficient internal space in dwellings is an essential prerequisite necessary to provide quality sustainable housing in all the new communities being created in the Ebbsfleet area' (paragraph 9.45). The quality of amenity for future residents is also identified in Core

Strategy policy CS17 through; the provision of garage of a 'fit for purpose' size; secure arrangements for management and maintenance of communal areas; useable private amenity space, usually provided as a garden in family houses and a balcony, patio or roof garden in apartments; and high quality communal open space. This is re-iterated in policy CS18 specifically in respect of apartments which requires that the accommodation is designed to a high quality, with the provision of private amenity space, such as balconies or roof gardens, wherever possible; and provision of outdoor and/or indoor communal space. Emerging policy M1 of the Pre-Submission Dartford Local Plan (to which full weight cannot be applied) requires new development to clearly meet or exceed NDSS.

- 6.95 In addition, the AMP/ADC identifies a set of standards to be applied to high density living conditions which focus on space and accessibility; natural light and ventilation; safety, innovation and security; consumer information (e.g. HBF/NHBC ratings); and other matters, such as provision of dual aspect apartments and refuse and cycle storage. The AMP identifies standards to be applied to high density living conditions, such as compliance with the NDSS, dual-aspect buildings where possible that are orientated to maximise views of Major Urban Park, cliffs and lake to the south and balconies on corners to allow views.
- 6.96 The proposal is in full compliance with the NDSS, with all houses and apartments meeting the requisite size and storage standards. Each dwelling is provided with a good size garden, appropriate to the size of the dwelling and defensible spaces are clearly demarcated. All apartments have at least one private balcony accessed from living areas, with 3 units being served by a second balcony from the bedrooms, which is welcomed. There is a mixture of balcony types, semi-inset (6-11m<sup>2</sup>), corner (8m<sup>2</sup>) which provides a variety of external amenity space available to future residents. All balconies meet or exceed the recently published EDC Balcony Design Guide size requirements.
- 6.97 The level of overlooking across the Site is considered appropriate to the urban environment, balancing privacy, and natural surveillance. The residential units will be distanced from neighbouring schemes by main roads or public open spaces creating a sufficient level of separation from existing and forthcoming phases. The design of balustrades has been taken into consideration in terms of the form of balcony, and whether the screen should be open or more enclosed to offer an appropriate degree of privacy.
- 6.98 The layout of the flat blocks is based around a central access point with stair core and lift for access to upper floor apartments. All apartments benefit from a dual aspect, with openable windows on two or more walls. Cross-ventilation with openings in opposite façades has been maximised as far as possible with 28 out of 37 apartments (76%) achieving this benefit for natural ventilation. Where levels have allowed, 1 ground floor apartment to Flat Block N has its own private access through their own front door which further aids privacy for this unit.
- 6.99 In response to the Design Review Forum comments the applicants have confirmed that the apartment blocks have been designed in respect of overheating principles. They note that detailed overheating assessments require a fixed design to achieve accurate results and will be undertaken once planning permission is secured. Notwithstanding this, there are a number of design moves which can be taken to limit unwanted solar gains and minimise over-heating in relation to the building's façades and orientation, including:
- Avoiding west facing bedrooms where possible.

- South and west facing windows should incorporate shading through external projecting elements around windows, incorporating deeper window reveals, or including structural shading such as external shutters.
  - Balconies can be used to shade and top floor balconies should also incorporate shading.
- 6.100 It is noted that across apartments the majority of bedrooms are not west facing, partially inset balconies may assist with shading, and most layouts provide opportunities for natural ventilation to assist cooling. However, a number of other opportunities have been identified including the need to add shading to top floor balconies and incorporating shading to south and west facing windows. Nevertheless, it is relevant to note that the proposed development will need to comply with Building Regulation Part O. This requires the design and construction of buildings to limit unwanted solar gains and provide occupants with adequate means of removing excess heat from indoor environments. The applicant has acknowledged that should building regulation assessments results in implications for the external design of façades, then planning amendments to the design will be required, in which case the EDC will be engaged to ensure amendments or additions will appropriately coordinate with the character and appearance of the buildings as approved, prior to formal submission.
- 6.101 In terms of management and maintenance of communal areas, it is considered this is covered under the Landscape Management Plan submitted with the application.
- 6.102 A noise report submitted with the application identifies that predictive road traffic modelling has implications for the amenity sound levels experienced inside and outside properties which will front the Primary Street. In respect of internal amenity sound levels, section 9.1.2 of the assessment provides proposed sound attenuation requirements for glazing of sensitive rooms facing the Primary Street, recommending glazing attenuation specifications. An external noise consultant has confirmed that while this is an agreeable solution, further information is required to confirm noise ingress calculations and verify the proposed glazing specifications are sufficient. It is therefore recommended that a condition be included with the approval that requires, prior to first occupation, submission of a detailed mitigation strategy that states the specifications of glazing and ventilation for each plot, which is comparable to the approach taken on RM1. The assessment confirms that for apartments, use of a closed window ventilation strategy, incorporating a whole-house mechanical ventilation system or a fully ducted system with attenuator will be provided. For houses facing the Primary Street, through-wall acoustic passive ventilators to provide sufficient background ventilation with windows closed are to be provided. While this is an acceptable approach the external consultant has recommended that ventilation is still available by opening windows on the quieter southern façade of these properties, as alluded to in Planning Practice Guidance for Noise (July 2019) as a mitigating factor. Specific details of design of acoustic mitigation and ventilation strategy for each dwelling has not been provided with the application and will therefore be required by condition.
- 6.103 In respect of external amenity sound levels, it is noted that the alignment of properties fronting the Primary Street forms a good acoustic screen to the private rear gardens of the houses which will also be enclosed by solid, gap free brick-built walls where boundaries front a roadway. The applicant's assessment recommends winter gardens are incorporated to enclose some balconies of the apartment which adjoins the Primary Street (Flat Block N), however, the applicant has not taken this recommendation forward, arguing that alternative amenity spaces are available in close proximity to the Site, and noting that wintergardens were not pursued in RM1



despite similar apartment arrangements and noise impacts being identified. The ProPG (Professional Practice Guidance on Planning & Noise New Residential Development) May 2017 document confirms that noise impacts on external amenity areas should ideally not be above the range 50 – 55 dB LAeq,16hr. The worst case predicted ambient noise level at ground floor balconies within the application site is predicted to be slightly above this level at 63dB LAeq,16hr. In liaison with the external noise consultant, the applicant's position has been accepted given that the ProPG allows for adverse noise impacts on private external amenity spaces to be partially off-set where residents are provided with access to: a relatively quiet facade containing openable windows to habitable rooms; and/or a relatively quiet, protected, publicly accessible, external amenity space (e.g. a public park or a local green space designated because of its tranquillity) that is nearby (e.g. within a 5 minutes walking distance). All of the proposed apartments fronting the primary street are dual aspect, with openable windows to habitable rooms on a quieter facade, and all properties have excellent access to a network of extensive public open space directly adjoining the apartment building, consequently noise impacts identified are not considered to give rise to significant adverse impacts on health or the quality of life of future residents in accordance with the NPPF and NPPG (Paragraph 011 Reference ID: 30-011-20190722).

#### Affordable Housing

- 6.104 The provision of affordable homes supports Garden City principles to create mixed-tenure development that is affordable for all, as identified in the Ebbsfleet Implementation Framework. Provision of an appropriate level of affordable housing was considered under the original OPP and the obligation for delivery of affordable housing is set out in the s106 securing a 25% on-site provision and 5% off-site contribution. The s106 requires the provision of 25% of each residential area coming forward under a RMA to be affordable but provides flexibility that an increase or decrease per phase may be agreed, provided the total number and overall rate of delivery of Affordable Housing Units in Ashmere/Alkerden remains substantially the same. The s106 also seeks to ensure there is a proportionate delivery of affordable housing against occupations of the market housing (provision of 25% affordable at 25% occupation of market units; 50% affordable at 50% market units; 75% affordable at 75% market units; and 100% affordable at 80% market units).
- 6.105 RM have been approved for several parcels across Ashmere and Alkerden which are at varying stages of construction. Each of the approved schemes includes provision of at least 25% affordable housing. The EDC is satisfied that they are coming forward at a proportionate rate and will continue to monitor occupations that come forward on site to ensure these obligations against market occupation are being met.
- 6.106 Policy CS19 of the Core Strategy requires developments to meet the needs and aspirations of residents by securing an appropriate tenure mix and requiring between 50-80% of affordable housing to be intermediate housing with the remainder being for social rent. The policy also seeks an element of houses with 3 or more bedrooms to be social rented where possible. The s106 identifies that affordable housing must achieve an Optimum Tenure Mix (OTM) of 5% affordable rent and 20% intermediate housing, which equates to a 20:80 split compliant with the higher level of intermediate housing identified in Policy CS19. The s106 also identifies that affordable housing shall come forward with a mix of house types and sizes (excluding tenure) which reflects that prevailing at the time for the market units. The AMP/DC corresponds with the s106 affordable housing requirements identifying 8no. sub-areas for Alkerden in which tenure blind development will provide 25% affordable housing in each sub-area. It acknowledges that the precise locations and tenure details of the affordable

housing will be agreed through the RM, but that “The mix of types and size is reflective of that prevailing at the time for the market units”

- 6.107 EDC officers have been in discussions with the applicant and DBC regarding a strategy for delivery of affordable housing to be split across the combined Redrow parcels in Alkerden South. Considering the s106 allows for variation to the amount of affordable housing coming forward in a residential parcel, provided the overall number of affordable housing and rate of delivery remains substantially the same, a strategic approach is considered acceptable in principle. This aligns with the approach initiated in RM1 whereby affordable housing was overprovided above the baseline 25% requirement, although no site-specific affordable housing strategy was agreed at the time. Redrow now seek delivery of subsequent phases in Alkerden South to balance the overall affordable housing provision to be s106 compliant.
- 6.108 Consequently, the current application proposes just 4no. 4-bedroom units as affordable housing equating to 4.4% of the housing proposed in this phase. All 4 units are to be provided as affordable rent. RM1 provided 96 units as affordable housing equating to 42% affordable housing, provided as 26% affordable rent and 74% intermediate housing (shared ownership). When RM1 and RM2 are considered together 100 affordable housing units are proposed, equating to 31% affordable housing, provided as 29% affordable rent and 71% intermediate housing (shared ownership). As such, the overall number of affordable housing exceeds the s106 requirements. As with RM1, the applicants have informally confirmed that subsequent phases (RM3 and RM4) will further balance out the affordable housing to achieve the 25% requirement of the s106 and deliver the OTM of 5% affordable rent and 20% intermediate housing (shared ownership) across its landholdings. This strategy has not been formalised with the EDC and will continue to be a matter for consideration as future Redrow phases come forward. In terms of rate of delivery, it is anticipated all parcels across Alkerden South will be built out by the applicant in a phased approach which will provide a proportionate rate of delivery which aligns with the obligations under the s106. EDC will continue to monitor progress on site and the s106 gives powers to ensure this is delivered.
- 6.109 Consideration of affordable housing type and size has further been made on a cumulative basis in respect of RM1 and RM2. The affordable housing type and size mix identified under Schedule 3 of the s106 confirms affordable housing (excluding tenure) should reflect that prevailing at the time for the Market Units, unless agreed in consultation with DBC. This requirement is drawn through to the AMP/DC whereby affordable housing is expected to form a mix of types and size which reflect the market units. As affordable housing should make up 25% of housing in each phase, proportionate housing is calculated as 25% of each type (apartment or house) and size (no. of bedrooms) of unit.
- 6.110 Concerns with the proposed type and size of affordable housing were raised with the applicants during the course of the application, noting that affordable housing was being overly provided for by 1- and 2-bed apartments and underrepresented by 3- and 4-bed houses compared to the proposed market housing. DBC informally concurred with EDC officers noting that while there is a general need for affordable housing of all sizes within Dartford, there is an acute need for affordable rented larger family housing which is reflected in long waiting list times for applicants on the local housing register. In response to these concerns the applicants updated their proposals increasing the size of the 4no. affordable housing units from 3- bed to 4-bed houses and amending the tenure from 50:50 affordable rent to shared ownership, to 100% affordable rent. The final proportionate calculation and the

proposed housing mix for Redrow's RM1 and RM2 phase has been summarised in the table below:

**Table 2: Affordable Housing Type/Size Compared to Total Housing/Market Mix for RM1 & RM2 Combined**

Unit Size	Total Housing for RM1 & RM2 combined	Proportionate Affordable Housing to Market Provision (% of AH total)	Proposed Affordable Housing (% of AH total)
1 Bed (apartment)	25	6 (8%)	12 (12%)
2 Bed (apartment)	117	29 (37%)	57 (57%)
3 Bed (house)	121	30 (38%)	25 (25%)
4 Bed (house)	55	14 (17%)	6 (6%)
<b>Total</b>	<b>318</b>	<b>80 (100%)</b>	<b>100 (100%)</b>

- 6.111 As demonstrated in the table above, the affordable housing mix of RM1 and RM2 remains skewed towards the provision of 1- and 2-bedroom apartments. As such, the mix does not meet the aspirations of the s106 or AMP/DC, however, the s106 builds in flexibility and the EDC has discretion to agree a flexible approach in consultation with DBC, whereby the present affordable housing pressures within the local area can be considered and factored in. DBC Housing has confirmed that while the oversupply of 1- or 2-bed apartments is a concern, given DBC's shortages for socially rented larger family housing, the present proposal to provide 4no. larger homes (4-bed) all for social rent is welcomed and would directly address local need which is seen as a balance against the over provision of 1- and 2-bedroom apartments. DBC Housing is therefore satisfied with the proposed affordable housing mix and raise no objection to the proposals.
- 6.112 It is noted that the mix of the affordable housing in respect of type and size compared to market provision will be considered again as future Redrow phases in Alkerden South are progressed. The EDC has advised the applicant that further moves to address the oversupply of 1- and 2-bed units compared to 3- and 4-bed provision will be monitored closely as plans progress through pre-application before formal RM submission.
- 6.113 Overall, the addition of larger affordable rented family sized housing from the original submission is welcomed in accordance with Policy CS19. While RM1 secured a higher proportion of affordable housing than required by the s106, it is acknowledged that this 'over-provision' will be temporary as future Redrow phases come forward and balance out the overall housing provision and the OTM to meet the s106 requirements, although the early approval of affordable housing is welcomed. Considering the acceptance of the affordable housing proposals by DBC Housing, whilst the proposals do not currently meet the requirements of the s106 on this Phase, it is accepted the principle of a strategic approach across all parcels in Alkerden South accords with the s106 and as such the proposal is considered acceptable on this basis.
- 6.114 Affordable houses have been embedded within the proposals and are tenure blind in design terms. The houses are located together fronting the Primary Street, however given the wider provision of affordable housing across the Redrow phase they are considered to be sufficiently pepper potted across the development and avoiding an over concentration in any one particular area.

#### Parking

- 6.115 The NPPF strongly advocates consideration of the impacts of development on transport networks and infrastructure, management and appropriate mitigation of environmental impacts arising from traffic and transport infrastructure, and promoting development in locations which are, or can, be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. It identifies that opportunities to promote walking, cycling and public transport use should be pursued and recognises that patterns of movement, streets, parking and other transport considerations as being integral to the design of schemes, contributing to making high quality places (paragraph 104). Policy CS15 of the Dartford Core Strategy endorses measures to manage transport demand including support for Fastrack. This policy also encourages mixed use development and close interrelationship between different land uses as well as the provision of Fastrack to minimise car use and make effective and sustainable use of the transport network. The Ebbsfleet Implementation Framework seeks to deliver safe, integrated and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport. The Framework also seeks to promote legible networks across Ebbsfleet to help people connect with each other and between the new and existing communities (Delivery Theme 3 – Connected People and Places). Emerging policy S1 of the Pre-Submission Dartford Local Plan (to which full weight cannot be applied) supports sustainable development which minimises the necessity to travel by private vehicles.
- 6.116 In respect of the individual phases of development in EQ, the overall impact of traffic movements has been established under the OPP. No greater parking demand or traffic movements would be generated by this permission than assessed under the OPP. A separate assessment is therefore not necessary in this instance.
- 6.117 The outline consent for EQ recognises that development of a site at this scale offers unique opportunities to establish its own strategy which maximise benefits offered by sustainable transport initiatives. It therefore sets out a requirement under the s106 Agreement for submission of a Parking Management Plan (PMP). The PMP was approved alongside the AMP/DC for Alkerden and confirms a set of objectives which are based around the philosophy of managing car use and reducing convenience of the car. This is supported by master planning principles that priorities the location of the Fastrack corridor, seeks convoluted vehicular routes, and the creation of walkable neighbourhoods through the provision of accessible infrastructure, together with good amounts of open space and well-connected pedestrian and cycle links. The vision for EQ is therefore a 'public transport orientated development' where the principle that the use of 'walking, cycling and public transport to meet daily travel needs will challenge the historic default use of the car' (PMP paragraph 2.1.2) has been embedded and thereby fosters a healthier lifestyle and promotes community interaction. Building on this vision and based on empirical evidence and surveys of EQ, the PMP also sets out appropriate parking standards to be applied throughout the village. These are the standards against which applications for reserved matters should be assessed.
- 6.118 The EDC has subsequently produced guidance in the form of the Sustainable Travel Strategy (STS) which promotes a 5-step approach to promote the use of sustainable travel and align parking provision appropriately, locating parking discretely, enabling vehicle charging and ensuring proactive management of parking in the future. This approach has been endorsed by KCC Highways and DBC. In addition to the PMP, the STS is a material consideration in the determination of planning applications in Alkerden. Within the most highly accessible areas of EQ, it sets out parking standards which are more ambitious than those in the PMP, taking into account the proximity to a range of public transport, walking and cycling options. Given the highly

sustainable location of the site and the more up-to-date evidenced-based analysis of the STS, this more ambitious guidance is a preferential parking standard for this application.

*Proposed Parking -*

- 6.119 The proposed scheme utilises a number of parking typologies to sensitively incorporate parking into the development and ensure visual impact of parking on the public realm is minimised. Parking for houses is predominately provided on plot within a carport/garage with a 2nd tandem space available to the rear (49%). 7 allocated parking spaces (5% of parking) will be located in the public realm as parallel or perpendicular parking close to the plots they serve. 40 parking spaces for the apartments are provided in 4no. small parking courts serving between 7-11 spaces, which is supplemented by understorey parking provided to flat blocks L and M situated at the southern termination of the View Corridor.
- 6.120 On-street parking opportunities have been minimised as per the PMP, accordingly a total of 17no. on-street unallocated visitor parking spaces are provided as parallel spaces within the Laneways, View Corridor and Secondary Street. The applicants have noted that 1 space is the re-provision of a space previously approved under RMA 1 which needs to be removed from the north side of Secondary Street due to the outcome of further RSA on the design of RM1. The applicants have sought to relocate this space in RMA 2, on the east side of the Secondary Street, under the current application and will later seek its removal from the RM1 scheme by way of an amended application. Informally EDC officers have confirmed that the preference would be to have a replacement in RM1 or as close as possible to the original position. Given the parking space now proposed is on the opposite side of the carriage way to the original it is supported in principle as a re-provision from RM1 and given this context the space will not be counted as part of the parking assessment reviewed below for RM2.
- 6.121 The Secondary Street, Mews Streets, and the View Corridor are all intended to be offered for highway adoption. The layout includes several shared surface private roads and courtyards which provide access to parking for a small number of houses, or flat blocks respectively. Pedestrian routes have been amended to extend through the eastern Laneway and the material choice has been updated to help these feel less like private driveways. It is anticipated that the areas under private ownership will be controlled by a management company.
- 6.122 The total proposed parking provision for the Site including all allocated and unallocated parking within the public realm, parking courts, on plot to the rear of dwellings or within garages/carports, and as 2<sup>nd</sup> tandem spaces, is set out as follows against the PMP and STS:

**Table 3: Parking and Cycle Provision Numbers**

Type	STS Requirements – Highly Accessible & Well-connected Area Combined	PMP Requirements	No. Spaces Proposed (inc. all proposed parking)
Residential: 1 & 2-bed flats 3-bed houses 4-bed houses	21.6 to 35 13.2 to 21 27.3 to 77.7  Total 62.1 to 133.7	37 18 84  Total: 139	37 20 80  Total: 137
Visitor	20% of total: 12.4 to 26.74	2 spaces per 10 homes = 18.2	16 (+ 1 space re-located from RM1)

Van	Non-applicable	1 space per 20 homes = 4.55	0
Total Parking	62-134	162	153
Cycle provision	1 space per bedroom = 268	1 space per bedroom = 268	1 space per bedroom = 268
Car Club	NA	NA	NA

6.123 Both the STS and PMP prescribe garage sizes which seek to ensure convenient access for drivers and passenger as they enter / exit cars parked within a garage, and providing additional space for storage, as well as circulation space for cycles and refuse etc. which may need to pass through a garage whilst a vehicle is parked. Both the STS and PMP also require a semi-open front façade, to avoid garaging being used for general storage rather than accommodating a car. The PMP notes that garages with dimension that are less than standards will count as 50% towards a single parking space.

**Table 4: Garage/Carport Sizes**

Guidance/Proposals		Minimum Size	Additional Space for Bins and Cycles
STS		3.60m x 6m	1m to rear or 0.3-0.45m to side
PMP option A		3.30m x 6m	1m to rear or 650-750 to side
PMP option B		3.00m x 7m	1200mm side access which can be separate from the garage
Proposed Garages	G01	3.16 x 6.00	Not applicable given bikes and bins will be provided separately.
	G02	3.09 x 6.00	
	HT. P (all types)	3.00 x 6.15	
	HT SYKS	3.37 x 6.00	
	HT WRDW	3.37 x 6.00	
	HT K	2.77 x 5.60	

6.124 On review of the proposed parking within garages and car ports, it is noted that only the Sykes (8 plots) and Wordsworth (5 plots) house types include garages which fully comply with the PMP Option A dimensions. The remaining house types (excluding House Type K) are considered to generally accord with the PMP Option B dimensions, given they provide at least a 3.00m width, have no rear enclosure due to the through parking tandem space to be accessed which allows a 7.00m depth for parking to be achieved, and propose a separate storage and independent side access for bins and cycles. The integral garage for House Type K (4no. units in total) is however well below the parking standards of the PMP, and the DBC parking standards (minimum dimensions 7.0 x 3.0m) and will be fully enclosed. As such these spaces are to be disregarded in respect of the parking assessment against the PMP, although it is noted that these units each benefit from a second allocated spaces within the public realm. Given the concessions in respect of garage parking for House Type K, the overall parking for the Site is currently calculated at 149 parking spaces overall and is considered to generally accord with the PMP and largely comply with the STS considering the total proposed parking provision occupies the middle ground between the minimum requirements of the PMP and the maximum parking numbers of the STS.

6.125 It is noted that the design of the proposed garage/carports do not comply with the STS and PMP requirement for the frontage to be partially open fronted. The Applicants have argued against this design requirement, raising that the PMP/STS rationale for a partially open frontage is 'to avoid the garage being used for general storage rather than accommodating a car'. They contend that the design of the proposed garages/carports, which have a 100% open rear façade to facilitate through parking to a 2<sup>nd</sup> tandem parking space within private gardens, are unlikely to be used for general storage rather than car parking because of the entirely open rear façade

which provides limited security and shielding from the weather, thereby creating an environment which is far less suited to storage. Moreover, they note that on-street parking has been minimised and the garage/carport space provides access to the 2<sup>nd</sup> parking space. EDC officers note that the PMP garage design options require “a proportion of the front façade must not be enclosed”, whereas language in the STS provides that garage frontages should be 50% open for drive-through arrangements. Notwithstanding this, the carport/garage doors as proposed are considered acceptable on the basis that the designs maintain a 100% rear open façade, and that the internal garage/carport parking space provides access to the 2<sup>nd</sup> tandem on plot parking space located in the rear garden, and on-street visitor parking has been minimised (only 17 overall), thereby endorsing the use of the garage for car parking and minimising the potential for it to be otherwise used for storage. A planning condition is however recommended to secure separate side access gates to all rear gardens achieving a minimum width of 1200mm for the access to separate cycle storage and refuse bins, as per the PMP requirements.

- 6.126 The parking strategy for the 1- and 2-bedroom apartments comply with the PMP, providing 1 allocated space per apartment within the dedicated car parking courts.
- 6.127 While visitor parking provision falls below the preferred 20% requirement of the STS, it closely aligns with the standards as set out in the PMP. It is also noted the site lies at the heart of the EQ development site in close proximity to the commercial centre, where general communal parking will be provided, and will be well-connected to the Fastrack corridor as well as the wider road and cycling network. The proposed provision is therefore considered to align with the wider vision for promotion of sustainable travel.
- 6.128 No specific van parking is proposed to serve the development parcel in accordance with the STS. Van parking for standard transit type vehicles would be possible within visitor spaces or within allocated spaces within the development parcel. Given the sustainable location of the phase and the fact that there is no requirement for van spaces within the STS, zero provision is considered to be acceptable and supported by KCC Highways.
- 6.129 There is no specific provision for motorcycle parking within the Site. As per RM1 motorcycles would be expected to park within unallocated spaces within car parking courts for apartments, and within garages/carports or allocated parking spaces for the houses. Whilst this provision is not in accordance with the PMP which requires 1 space per shared parking area, plus 1 space for every 20 car parking spaces, the approach is considered acceptable given the STS does not require a specific provision for residential motorcycle parking, and the overall sustainability of the Site combined with the desire to reduce the quantum of parking overall.
- 6.130 The PMP and STS support the provision of car club spaces for their potential to reduce the need for private car ownership. As the scheme is under 100 units, a car club space is not required by the STS. Accordingly, the proposals do not seek to incorporate a dedicated car club space, however it is acknowledged that 2no. car club spaces have been secured on the Secondary Street within RM1, close to the RM2 site boundary and within a 5-minute walk (400m radius) for all properties proposed in RM2. The applicants supporting information highlights that proposed visitor bays on Secondary Street have the potential to be converted to car club spaces at a later date, should demand for car clubs increase over time. Comments from KCC Highways note that a Traffic Regulation Orders could be required for such a change in the future, noting that changes to parking can create friction for future residents where the loss of visitor spaces can arise, and any provision of car club

spaces based on this strategy would need to sensitively engage local residents before plans were agreed.

- 6.131 The PMP sets out guidelines for mobility impaired parking for larger, commercial/community car parks and is not explicit on residential parking. No spaces have specifically been identified in the plans as disabled. However, the dwellings that are compliant with Building Regulations Part M4(2) have wider spaces to allow for disabled access. It is not standard procedure for Kent Highways to insist on disabled parking from the outset on development such as this, particularly when the need is not yet known, and no comment has been raised.

*Electric Vehicle Charging (EVC) -*

- 6.132 The submitted Transport and Waste Report prepared by Arup confirms all dwellings will have the ability to charge an electric car either on plot or from a parking bay within a car parking court. 74no. Active EVC will be provided with access from first use, and 2no. passive EVC locations (Wiring and cable conduit in place for future use) will be provided in unallocated visitor bays to the northern Mews Street upon the eastern edge. All EV chargers will have a minimum output rating of 7kW in line with STS guidance and will be located discretely either within the garage, or where no garage is provided, on a side elevation (i.e. not facing the public realm) wherever possible or integrated within the entrance porch. Within courtyards, EV chargers will be either wall mounted or free-standing totems. The EV chargers provided for the visitor bays on street, will be located within a landscaped area which is privately managed (not adopted as highway) and will be provided as a free-standing totem. The details provided for EVC is therefore in accordance with the STS, and further details relating to the management of charging points and the specific chargers to be used in each location will be secured by condition.

*Cycle Storage -*

- 6.133 The applicant's submission confirms that cycle storage is to be provided in accordance with the PMP and STS which requires a cycle store space per bedroom. Secure and covered cycle parking is to be provided in the rear gardens of houses. Ancillary storage plans for a cycle stores (3m x 1m) and storage shed (1.8x2.4m) have been submitted, however indicative cycle storage layouts within these ancillary buildings appears cramped and poorly accessible, and unable to provide sufficient storage for both cycles and outdoor equipment which is required by the STS (G16). Further details of cycle stores for houses can be required by condition and will seek to secure appropriate cycle storage for 1 adult bicycle per bedroom within a dwelling as per the STS requirements. Cycle parking for apartments is provided in secure, integrated communal storerooms at a rate of 1 space per bedroom in line with the PMP and STS. The stores are provided in relatively prominent locations, easily accessible from the main entrance. Further information related to the internal storage system, external appearance, and lighting of cycle stores will be secured by condition.
- 6.134 In the public realm 4no. cycle parking stand are shown to the south of View Corridor, between apartment blocks L & M providing 8 cycle parking spaces for visitors to either the apartment blocks or the surrounding public open space and is therefore considered to be an appropriate location for an element of visitor cycle parking. Details of these cycle stands will be secured as part of the street furniture conditions previously discussed above.

*Summary –*



6.135 Overall, the approach to parking has been carefully considered and largely follows the process endorsed by the STS. The proposals strike a balance between the requirements of the PMP and the STS, both of which seek to lower the reliance on the car through the promotion of public transport and active travel modes. EV charging and cycle parking provision have been well provided for, and car club provision will be available to all future residents within a 5minute walk. The approach to highways and parking has been reviewed by KCC who raise no objection to the proposals. Subject to the recommended conditions, the approach to highways and parking is supported.

### Sustainability

- 6.136 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Section 14 sets out policies to meet the challenge of climate change and identifies the planning system should support the transition to a low carbon future including through support of renewable and low carbon energy and associated infrastructure (paragraph 152). Policy CS23 of the Dartford Core Strategy seeks to embed measures to minimise carbon emissions through energy efficiency and use of renewable energy, requiring developments to explore passive design and allow the potential for zero carbon through later retrofitting. Policy CS25 of the Core Strategy seeks to manage the supply and quality of water and wastewater and assist in moving towards 'water neutrality' in the Thames Gateway. Emerging Pre-Submission Local Plan policy M3 (to which full weight cannot be applied) sets out that all residential development must demonstrate delivery of the water efficiency level of no more than 110 litres per person per day for all dwellings. The policy also requires major residential development to achieve a minimum on-site reduction in regulated carbon emissions of at least 19% beyond Part L Building Regulations, however, this does relate to the former Building Regulations which have now been updated by the 2022 version. The same policy also states developments of over 100 dwellings should demonstrate additional use of zero/low carbon technology features.
- 6.137 A Sustainable Construction Code and Water Conservation Plan have been secured as strategic documents for the whole of EQ in accordance with conditions 23 and 24 of the OPP which sets out methodologies and parameters that should be implemented for all developments across EQ. These strategies generally align to the current Building Regulations Part L and commits to water consumption of 105 litres per person per day. The strategies also encourage consideration of additional measures that could be implemented to improve the performance of buildings. It is understood the housebuilders are under contractual obligation with the Site wide landowner to comply with these requirements.
- 6.138 An Energy and Sustainability Statement produced by FES has been submitted with the application. The statement identifies that the proposed works fall under the scope of Approved Document L 2021 which sets minimum fabric energy efficiency standards and a maximum CO2 emission rate for residential buildings. The statement identifies the development is to follow a 'Fabric First' approach through the 'Be Lean, Be Clean, Be Green' energy hierarchy, embedding principles of sustainability in the building design before 'add-on' renewable technologies are considered. It also confirms that the development will meet the water target of 105 litres per person per day as required by the OPP, achieved through the installation of specific sanitary ware fittings and reductions calculated for the presumed 'external use' and standard 'normalisation factor'. A condition is recommended to secure compliance with this strategy.

- 6.139 In respect of renewable technologies, the energy statement confirms that photovoltaic (PV) are a viable option and would be the most cost-effective solution to a site CO2 reduction. As a result, Redrow Homes will install PV on the apartments, and offer PV as an optional extra on the residential dwellings. Air Source Heat Pump (ASHP) which extract heat from the outside air utilising this energy to heat water for space heating and hot water use within the dwelling will be installed on all houses.
- 6.140 As a result of the combined approach, the Site wide proposals will permanently reduce regulated carbon emissions by 58.46% and the proposed energy demand by 13.10% over the baseline under Building Regulations Part L 2021. This is a significant betterment and demonstrates that the proposed development will have a reduced reliance on gas and electricity. As Building Regulations Part L 2021 has a 32% improvement compared to previous Building Regulations it is comparative to an 60.3% approx. reduction comparing to Building Regulations Part L1a 2013, which goes significantly beyond the requirement to meet building regulations, as secured under the outline consent, meeting instead the new requirements of emerging local plan policy. The approach to energy saving and carbon reduction is therefore strongly supported. Recommended conditions 10 and 11 require detail of the location, appearance, form and technical specification of the ASHPs and PV panels in order to ensure these comply with the proposals set out in the Energy Statement and that they will not compromise the appearance of the dwellings or apartments.

#### Ecology

- 6.141 The details of ecological works, mitigation measures and monitoring have been secured under the OPP. On-site and future works are being monitored by KCC Biodiversity Officers. The relevant ecological mitigation and site clearance has already been carried out at the Site and this application relates only to the built footprint of part of the Site within Alkerden. In this instance, however, it has been established through a recent site visit that previously cleared land has become re-vegetated. It is therefore possible that the Site is being used by protected/notable species (including breeding birds).
- 6.142 Updated comments from KCC Ecology confirm that as vegetation has only established in the last 6 month (since survey information from Middlemarch ecologists confirm surveying took place in February 2023) they are satisfied that it is unlikely that significant populations of protected species will have established on site and the vegetation can be cleared under an ecological watching brief to ensure the works avoid a breach of wildlife legislation. As recommended by KCC, a pre-commencement condition has been agreed with the applicant which requires vegetation within the Site to be cleared under an ecological watching brief. KCC have clarified that given that the vegetation has only recently established they are satisfied that details of the methodology to clear the vegetation does not need to be provided. They do however encourage clearance to be carried out as soon as possible and recommend management is implemented to ensure the Site remains as bare ground until construction works commence.
- 6.143 A core principle running through the NPPF is the protection and enhancement of biodiversity. Paragraph 180 requires that opportunities to improve biodiversity in and around developments should be integrated as part of their design.
- 6.144 A Site Wide Biodiversity Action Plan (BAP) has been secured for Alkerden and Ashmere in accordance with condition 15 of the OPP which recognises that while the built environment will not be primarily designed for biodiversity, careful design can

add value and biodiversity can be enhanced. KCC Bio-diversity Officers have confirmed that native and wildlife friendly planting has been incorporated into the proposed planting with 25% native trees and shrubs and 25% ornamental species (wildlife friendly), and the remainder being ornamental tree and shrub species, compliant with the approved BAP.

- 6.145 Species specific measures to be included as part of the development coming forward in Alkerden and Ashmere are also identified in the BAP and a limited number of features are relevant to RM applications for residential buildings, including:
- bird boxes to be provided at 5 per hectare (total 285);
  - Bat roost features to be included within the buildings in the main development area (total 50 for Alkerden and Ashmere); and,
  - Green roofs are to be provided as 20% of total roof areas of buildings with a roof area greater than 250 m<sup>2</sup>.
- 6.146 While the applicant has proposed the inclusion of 5 bat and 8 bird boxes, the quantity should be increased to meet the BAP requirements. KCC's Bio-diversity Officer recommends a range of bird and bat boxes should be installed to benefit as many species as possible, and has provided further advice on the appropriate location for these features. It is considered appropriate to condition these details to ensure these features are secured in appropriate quantities, suitably sited, and managed which the applicant has agreed to. Additional requirements for the consideration of hedgehog highways and bee bricks in relation to boundaries is also recommended under condition 9 in accordance with paragraph 180 of the NPPF. Subject to these conditions, it is considered that suitable ecological mitigations are in place and the development is acceptable with regards to any ecological impact, and has taken appropriate opportunities to improve and enhance biodiversity through the design.
- 6.147 The applicants have acknowledged the requirement to provide green roofs under the BAP but have confirmed that it is not possible to consider the extent of such a provision until the extent of PV is known. A condition is therefore recommended to secure green roof provision in accordance with the BAP, but also balance the sustainable/energy strategy of the applicants and their proposals for PV on the apartment blocks.

#### Other Issues

##### *Environmental Impact Assessment (EIA) -*

- 6.148 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.

##### *Habitats Regulation Assessment -*

- 6.149 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.
- 6.150 Policy DP25 of the DDPP requires large residential developments located within 10km from the North Kent European Protected sites (that are located outside the Borough) to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features. These European Protected Sites located on the North Kent coast are the Thames Estuary and Marshes Special Protection Area (SPA) / Ramsar (wetland sites of international importance), the Medway Estuary and Marshes SPA / Ramsar, and the Swale SPA/ Ramsar sites.
- 6.151 In this instance the development is situated within 10 km 'as the crow flies', and is therefore likely to impact on the Thames Estuary and Marshes Special Protection Area (SPA), one of the North Kent European Protected Sites. An assessment of the likely impacts from the development at EQ was undertaken at the time of the outline permission in connection with the proposed mitigation measures. The S106 agreement in relation to Ashmere and Alkerden sets out mitigation measures in the form of a negative restriction on any development, prohibiting implementation of a planning consent without payment of a tariff based financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS) – currently £20.94 per dwelling – which pools money from local authorities to spend on measures to mitigate recreational disturbance as a result of new development.
- 6.152 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. Natural England confirmed at the time of assessing the application for outline planning permission that a SAMMS payment (as secured by the s106 agreement) is appropriate for the development and, pursuant to the conclusions of the Appropriate Assessment in respect of this application for approval of reserved matters, EDC officers are in agreement.
- 6.153 The S106 has been completed and is enforceable against the land. A separate unilateral undertaking from the applicant for payment of the contribution is therefore unnecessary.

*Archaeology -*

- 6.154 Condition 26 of the outline permission requires that details of foundations are provided with any detailed application to ensure that no harm is caused to any archaeological interest. Investigation of archaeological potential at EQ has already been examined in association with conditions 13 and 14 of the OPP and the Historic Environment Framework which was also approved under the OPP. This Framework identifies the application site is located within an area of 19th/20th century quarrying which was excavated to significant depths. It therefore concludes that there is no

potential for redeposited or undisturbed Palaeolithic remains or any potential for remains of other periods. Since this has already been identified by approved documents pursuant to the outline permission and groundworks have already been carried out at the Site, it is not considered necessary that foundation designs are required since no harm would arise, particularly at that depth. It is therefore considered that the application of condition 26 is not appropriate in this instance and foundation designs have not been requested.

*Drainage -*

- 6.155 A strategy for the general handling of surface water and foul water has been secured by the Water Management Plan under the outline permission. Proposals for detailed design are required to accord with the strategy set out in this document. A Surface Water and Foul Drainage Strategy Report has been submitted with the application which makes reference to the Water Management Plan. In accordance with the Site wide strategy, a piped surface water network will be installed within the highways adjacent to and within the development. The proposed RM2 surface water drainage design sits entirely within 2no. catchment areas, AL30 forming the north-east section and AL33 forming the southern triangular tip. The AL30 catchment is intended to connect to a piped network within the internal roads, joining to the Secondary Street and discharging into the swale in the MUP to the West. The AL33 catchment would drain to a piped network in the View Corridor which ultimately discharges into Castle Hill Lake located to the south of the development. Full surface water calculations have been carried out to ensure that sufficient capacity is available based on the proposed layout. Results show that there is no flooding within the Site for the critical 1 in 100 year +40% climate change event. In terms of foul water drainage for the development this is discharged to the strategic network, within the highways, via a gravity connection. KCC have been consulted and confirm that officers have no objections to the proposals, as does Southern Water.

*Broadband -*

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

*Condition 25 – Outstanding Issues -*

- 6.157 All relevant matters listed in condition 25 of the outline permission (in relation to details required for reserved matters applications) have been addressed in the application and there are no outstanding issues.
- 6.158 The final detail design of some of the items, such as specific materials for the external appearance of the houses and apartments, boundary designs, hard and soft landscaping, cycle storage, electric meter services and street and external lighting can be secured by condition.

- 6.159 Details of signage and interpretation are required under condition 25. Indicative locations for a Monolithic pre-cast concrete feature sign, a totem pole entrance signage and information boards to community orchard and planters are included on the submitted plans which are considered acceptable in principle. Full details for signage will be secured by planning condition and may need to be considered under the Advertisement Regulations, as necessary. This will be advised by way of an informative.

*Local Employment –*

- 6.160 An Employment Action Plan is secured under the S106 agreement associated with the OPP. This requires the owner to use reasonable endeavours to implement a plan from the start to the completion of the development, to encourage the employment of local residents and local companies as a contribution to the regeneration of the local economy. The EDC is working with the major landowner to help implement the effective implementation of this plan in line with EDC objectives for local employment. Additionally, Redrow have confirmed they intend to accord with the EDC local employment initiative and are committed to contributing to the EDC's monitoring of social value.

## **7.0 FINANCIAL CONSIDERATIONS**

- 7.1 Regard should be had to any local finance considerations so far as material to an application for planning permission and while this is not material to this application for the approval of reserved matters, financial benefits will accrue to the area if approval 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 (which is a local finance consideration) 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.