

APPENDIX 1 – RECOMMENDED PLANNING CONDITIONS AND INFORMATIVES**CONDITIONS:**

Time Limits	
1	<p>No development shall take place on any Phase or Sub-Phase of the site until details of the access, layout, scale, appearance and landscaping (hereinafter referred to as the 'Reserved Matters') relating to that Phase or Sub-Phase of the site have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.</p> <p>Reason – The application is granted in outline only under Part 3, Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) and details of matters referred to in this condition have not been submitted for formal consideration.</p>
2	<p>The first application for approval of the Reserved Matters pursuant to condition 1 shall be made to the Local Planning Authority before the expiration of 5 years from the date of this permission. All subsequent applications for the approval of Reserved Matters shall be made to the Local Planning Authority before the expiration of 30 years from the date of this permission.</p> <p>Reason – In accordance with the provisions of section 92 of the Town and Country Planning Act 1990 (as amended).</p>
3	<p>Each Phase or Sub-Phase of the development granted approval pursuant to condition 1 shall commence before the expiration of 2 years from the date of approval of the last Reserved Matters applicable to that Phase or Sub-Phase of development.</p> <p>Reason – In accordance with the provisions of section 92 of the Town and Country Planning Act 1990 (as amended).</p>
Approved Details	
4	<p>The development hereby approved shall be carried out in accordance with the Development Specification (reference ECE-STA-XX-XX-RP-A-07-003) dated March 2024 and the following approved plans unless otherwise required pursuant to the requirements of this decision:</p> <p>Parameter Plans</p> <ul style="list-style-type: none"> • Drawing No. ECE-WAM-XX-XX-DR-A-07-010 Rev.01 - Development Zones Parameter Plan • Drawing No. ECE-WAM-XX-XX-DR-A-07-011 - Development Zones Below Ground Parameter Plan

	<ul style="list-style-type: none"> • Drawing No. ECE-WAM-XX-XX-DR-A-07-012 - Development Plots Parameter Plan • Drawing No. ECE-WAM-XX-XX-DR-A-07-014 Rev.01 - Proposed Site Levels Parameter Plan • Drawing No. ECE-WAM-XX-XX-DR-A-07-015 Rev.01 - Land Uses – Ground Level Parameter Plan • Drawing No. ECE-WAM-XX-XX-DR-A-07-016 Rev.01 - Land Uses – Upper Levels Parameter Plan • Drawing No. ECE-WAM-XX-XX-DR-A-07-017 Rev.01 - Land Use – Active Frontages Parameter Plan • Drawing No. ECE-WAM-XX-XX-DR-A-07-018 - Maximum Heights Parameter Plan • Drawing No. ECE-WAM-XX-XX-DR-A-07-019 Rev.01 - Landscape and Public Realm Parameter Plan • Drawing No. ECE-WAM-XX-XX-DR-A-07-020 Rev.02 - Access and Circulation Parameter Plan <p>Highway Plans</p> <ul style="list-style-type: none"> • Drawing No. 103780-PEF-EC-XX-M2-Y-000014 P07 - Thames Way/A226 Signalised Junction, Thames Way Priority Junction (EC1) and Thames Way – Toucan Crossing • Drawing No. 103780-PEF-EC-XX-M2-Y-000015 P07 - Thames Way/Northfleet Terminal Signalised Junction and Thames Way Priority Junction (EC2) • Drawing No. 103780-PEF-EC-XX-M2-Y-000016 P07 - Thames Way/Ebbsfleet Gateway Signal Control Junction, and International Way/Ebbsfleet Gateway Signal Control Junction • Drawing No. 103780-PEF-EC-XX-M2-Y-000017 P07 - Springhead Bridge/Ebbsfleet Gateway Signal Control Junction • Drawing No. 103780-PEF-EC-XX-M2-Y-000018 P07 - International Way/Ebbsfleet Gateway Roundabout <p>The development shall also comply with any plans, drawings, documents, details, schemes or strategies which are approved by the Local Planning Authority after the date of this permission pursuant to the conditions imposed on this decision.</p> <p>Reason - To ensure the development is carried out in accordance with the parameters to avoid environmental impacts that lead to materially different significant environmental impacts than those identified in the Environmental Statement.</p>
5	<p>The total floorspace hereby approved shall not exceed 485,000sqm (GIA) and, subject to the approval of all applications for the Reserved Matters pursuant to condition 1, the maximum amount of floorspace (GIA) per individual use hereby permitted shall not exceed:</p> <p>Ground Level and Above</p> <ul style="list-style-type: none"> • 25,000sqm Hotel/ Serviced Apartments (Use Class C1) • 35,000sqm Residential Institutions (Use Class C2) • 250,000sqm Residential (Use Class C3) • 35,000sqm Co-Living (Use Class C4/Sui Generis)

	<ul style="list-style-type: none"> • 19,500sqm Retail (Use Classes E(a) and E(b)) • 29,750sqm Leisure (Use Classes E(d), F1(b), F2(c) and F2(d)) • 100,000sqm Business (Use Classes E(c) and E(g)) • 35,000sqm Services (Use Classes E(e) and E(f)) • 75,000sqm Learning (Use Class F1 excluding F1(b)) • 35,000sqm Student Housing (Sui Generis) • 85,000sqm Multi-storey car parking (Sui Generis) • 15,000sqm Other Sui Generis Uses comprising Drinking Establishments, Hot Food takeaways, Conference Centres, Cinemas, Casinos (maximum 6,000sqm GIA), Private Members Clubs, Nightclubs, Theatres, Launderettes (maximum 6,000sqm GIA) and/or Laboratories. <p>Below Ground Level</p> <ul style="list-style-type: none"> • 2,000sqm Retail (Use Classes E(a) and E(b)) • 5,000sqm Services (Use Classes E(e) and E(f)) • 5,000sqm Leisure (Use Classes E(d), F2(c) and F2(d)) • 10,000sqm Business (Use Classes E(c) and E(g)) • 10,000sqm Multi-storey car parking (Sui Generis) <p>Reason - The development of the site is the subject of an Environmental Impact Assessment and Transport Assessment, and any alteration to the scale or balance of the development may have an impact that has not been assessed by that process.</p> <p><i>Informative – As indicated in the Development Specification, there is no maximum permitted floorspace for Local Community (Use Class F2b) or for ancillary floorspace comprising Business, Back of House, Enclosed Plant, Storage, Servicing, Car and Cycle Parking Areas, Energy Centres, Electricity Sub Stations etc allowed for by this decision.</i></p>
	<p>Prior to Approval of Area Master Plan(s)</p>
6	<p>Prior to the approval of the first Area Master Plan pursuant to this outline planning permission, a site-wide Housing Diversification Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy should include and not be limited to:</p> <ul style="list-style-type: none"> (a) The anticipated overall housing mix (expressed as a range) including type, tenure and size in accordance with the objective to provide a diverse mix of housing typologies and dwelling sizes as set out in the Vision Statement dated February 2024 (document reference ECE-WAM-XX-XX-RP-A-07_002); (b) The approach to delivering and distributing affordable housing;

	<ul style="list-style-type: none"> (c) The approach to delivering and distributing wheelchair accessible and adaptable dwellings, including how customisation will be informed by local needs; (d) Targets for delivery of alternative housing types and products including but not limited to Build to Rent, student accommodation, co-living, residential institutions, custom/self-build and/or older persons accommodation having regard to identified current and anticipated future local needs; and (e) A mechanism for review of the Strategy. <p>Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p> <p>Reason – In order to deliver a mixed and balanced community that promotes social interaction and includes provision to meet the needs of groups with specific housing requirements, in accordance with NPPF paragraph 60, Dartford Local Plan Policies S4, E2, E4, M7 and M8 and Gravesham Local Plan Core Strategy Policies CS02, CS06, CS14 and CS16.</p>
7	<p>Prior to the approval of the first Area Master Plan pursuant to this outline planning permission, a site-wide Non-Residential Uses Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy should include and not be limited to:</p> <ul style="list-style-type: none"> (a) The approach to delivering the economy function and inclusive growth objectives within the Vision Statement dated February 2024 (document reference ECE-WAM-XX-XX-RP-A-07_002), including ambitions and targets; (b) How the approach will consider the role of Ebbsfleet Central in a local area, sub-regional and national context, including target sectors; (c) Identification of the broad location of the Business Hub within EC2; (d) Identification of the broad location of a District Centre in EC2 and a Local Centre in EC1; the broad proportion of Use Class E(a) and Use Class E(b) retail floorspace within each of those defined Centres; and the broad split between convenience and comparison retail floorspace; (e) The approach to the provision of other non-residential uses to support the development; (f) How the development will encourage small and medium sized enterprises; (g) Establish principles for a business floorspace delivery and operation plan, including information on potential delivery partners, workspace operators and timing of marketing activity; (h) Establish principles for meanwhile uses to support early delivery of non-residential uses; and (i) A mechanism for review of the Strategy. <p>Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p>

	<p>Reason - To maximise economic benefits and job creation of the floorspace delivered in accordance with Dartford Local Plan Policies S4, E2, E4, M18 and M19 and Gravesham Local Plan Core Strategy Policies CS06 and CS07.</p>
8	<p>Prior to the approval of the first Area Master Plan pursuant to this outline planning permission, a site-wide Community Infrastructure and Building Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy should:</p> <ul style="list-style-type: none"> (a) Outline the approach to delivering the community/social infrastructure objective 1 in the Vision Statement dated February 2024 (document reference ECE-WAM-XX-XX-RP-A-07-002), including broad location and hierarchy of community infrastructure and buildings ensuring a complimentary network having regard to existing and planned provision in the surrounding area; (b) Establish key principles for the community buildings to inform their function, including co-location and integration of community facilities and services; (c) Establish a minimum specification of the primary healthcare facility and a minimum specification of the community and cultural buildings including identification of key internal and external facilities such as kitchens, storage, service access/parking and approach to provision of Changing Places fully accessible toilet facilities; (d) Provide a commitment and approach to effective public engagement in the design of community infrastructure and buildings; (e) Demonstrate how open space and public realm can support the function of the community infrastructure and buildings; (f) Establish principles for the management of the buildings including transfer and/or long term leasing by service providers and short term hiring of facilities by local groups, businesses and residents, including commitments for ensuring spaces are accessible to all; and (g) A mechanism for review of the Strategy. <p>Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p> <p>Reason - To ensure a complimentary network of community infrastructure and buildings that meet the needs of the development whilst having regard to existing and planned provision in the surrounding area, in accordance with Dartford Local Plan Policies E4 and M17 and Gravesham Local Plan Core Strategy Policies CS06, CS09 and CS10.</p>
9	<p>Prior to the approval of the first Area Master Plan pursuant to this outline planning permission, a site-wide Energy and Sustainability Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall outline the approach to delivering the sustainability objective within the Vision Statement dated October 2023 and identify measures to be implemented to minimise climate impacts arising from the development. It shall be informed by the Energy Strategy (Rev.05) dated September 2022 and Sustainability Statement and Climate Report dated September 2022 submitted with the application and shall specifically address the following:</p>

	<ul style="list-style-type: none"> (a) Demonstrate the approach to how carbon emissions will be minimised to take account of all levels of the energy hierarchy, including through passive design and incorporation of technology; (b) Establish energy and water efficiency performance targets for residential floorspace and set a minimum BREEAM “excellent” rating (or equivalent) for all applicable non-residential floorspace (the definition of “applicable” to be established in the Strategy); (c) Demonstrate the approach to how incorporating high quality innovative design, new technologies and construction techniques will be considered and can be applied, including zero carbon and energy positive technology; (d) Demonstrate the approach to how green infrastructure, urban greening and water management can be integrated to achieve a target of 10% biodiversity net gain, an Urban Greening Factor target of greater than 0.4 and approaches to minimising potable water demand and maximising flood resilience and drought tolerance; (e) Identify an approach to reduce embodied and whole life carbon through establishing principles for embedding a circular economy approach that includes prioritisation of recycled or re-used materials from within the site, or sourced locally, where possible; (f) A mechanism for review of the Strategy. <p>Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p> <p>Reason - In order that the development appropriately mitigates and adapts to the impact of climate change, minimises the impact of pollution and reduces pressure on natural resources, in accordance with Dartford Local Plan Policies S3, E2 and M3 and Gravesham Local Plan Core Strategy Policy CS18.</p>
10	<p>Prior to the approval of the first Area Master Plan pursuant to this outline planning permission, a site-wide Formal Sport Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy should, in the first instance, identify anticipated demand arising from the development and identify opportunities for formal sports provision to be made on site where feasible. This should include consideration of different forms of such provision appropriate to the nature and density of the development proposed, to include broad locations and timescales for delivery of on-site facilities. It shall include consideration of sport and recreation details provided in section 8.14 of the Design and Access Statement (reference ECE-WAM-XX-XX-RP-A-07-001) dated March 2024 and be informed by Sport England’s Comparative Sizes of Sports Pitches & Courts guidance (or equivalent guidance applicable at the time of submission). The Strategy shall also include an approach to off-site provision in the event that either full or partial on site delivery of formal sport facilities necessary to meet the anticipated demand from the development is not feasible, and shall include a mechanism for review. Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p>

	<p>Reason – In order to ensure that the development makes appropriate provision for formal sport facilities to serve the new community, in accordance with Dartford Local Plan Policy M13 and Gravesham Local Plan Core Strategy Policy CS13.</p>
11	<p>Prior to the approval of the first Area Master Plan pursuant to this outline planning permission a site-wide Stewardship Framework shall be submitted to and approved, in writing, by the Local Planning Authority. The Framework should include and outline an approach to:</p> <ul style="list-style-type: none"> (a) Identification of different types of public community infrastructure or facilities and the associated long term stewardship arrangement for them; (b) Set out the mechanisms for establishing a site-wide governance and management structure which must include how representatives of the relevant stakeholders will be involved in the long-term stewardship of public community infrastructure and facilities, including (i) the principles of the legal structure, (ii) the principles for how it is to be resourced over the lifetime of the development including at start-up, during build out and in perpetuity; and (iii) the principles of the delivery of the stewardship framework to ensure high quality stewardship, including any interim management prior to the long term mechanism being secured; and (c) A mechanism for review of the Framework. <p>Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Framework.</p> <p>Reason - In order to ensure that community assets are open and available for public use as appropriate and are managed in a manner to ensure they remain fit for purpose, in accordance with adopted Dartford Local Plan Policies E2, E4, M13 and M17 and Gravesham Local Plan Core Strategy Policies CS06, CS10 and CS13.</p>
12	<p>Prior to the approval of the first Area Master Plan pursuant to this outline planning permission, a site-wide Landscape, Open Space and Play Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy should:</p> <ul style="list-style-type: none"> (a) Outline the approach and key principles to delivering a landscape led development that provides no less than 30% of the site area as open space, supports biodiversity across all open space typologies, forms part of the wider Kent Thameside Green Grid and promotes an inclusive and active environment for people; (b) Establish open space typologies, including but not limited to, hard and soft landscaping, ecological corridors, drainage features, public spaces and squares, play spaces and informal sport and recreation; (c) Establish principles to ensure a consistent approach to delivering enhancements to the Existing Ecological Corridor, the area of which is as indicated on the Landscape and Public Realm Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-019 Rev.01), including principles for the provision of new and enhanced green infrastructure to provide improved habitat connectivity through the site and to facilitate enhanced public access and opportunities for informal recreation;

	<ul style="list-style-type: none"> (d) Establish principles for play provision appropriate to the environment and providing a range of play opportunities for varying ages and abilities, in broad accordance with the indicative Play Strategy in section 8.13 of the Design and Access Statement (reference ECE-WAM-XX-XX-RP-A-07-001) dated March 2024 and Fields In Trust’s Guidance for Outdoor Sport and Play (or equivalent guidance applicable at the time of submission); (e) Establish principles for external lighting within landscape and open space areas having regard to location, function and site conditions including ecology and operational railway land, and in general accordance with the indicative Lighting Strategy in section 8.9 of the Design and Access Statement (reference ECE-WAM-XX-XX-RP-A-07-001) dated March 2024; (f) Identify opportunities and broad locations for the provision of informal sport and recreation facilities; (g) Identify opportunities and broad locations for the provision of allotments and/or community food growing facilities; (h) Provide a commitment and approach to effective public engagement in the design of landscape, open space and play areas; (i) Establish principles for the management and maintenance of landscape, open space and play areas; and (j) Establish a mechanism for review of the Strategy. <p>Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p> <p>Reason – To ensure that suitable provision is made within the development for open space and play, in accordance with Dartford Local Plan Policies E2, E3, M13, M14 and M17 and Gravesham Local Plan Core Strategy Policies CS06, CS12 and CS13.</p>
13	<p>Prior to the approval of the first Area Master Plan pursuant to this outline planning permission, a site-wide Operational Waste Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy should include:</p> <ul style="list-style-type: none"> (a) Identification of opportunities for site-wide infrastructure and facilities to support efficient storage and collection of waste generated by the development once operational; (b) Establish waste and recycling standards for all building types, including storage, servicing and collection arrangements; and (c) Arrangements for monitoring and review of the Strategy. <p>Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p> <p>Reason - To ensure that the development minimises its environmental impacts and in the interests of good design, place-making and highway safety, in accordance with Dartford Local Plan Policies E2, E4, M1 and M15 and Gravesham Local Plan Core Strategy Policies CS06, CS11 and CS19.</p>

14	<p>Prior to the approval of the first Area Master Plan pursuant to this outline planning permission, a site-wide Heritage Management Plan, updating the Ebbsfleet Central East Heritage Assets Management Plan dated February 2024 (Appendix N.5 of the Environmental Statement (reference ECE-STA-XX-XX-RP-A-07-001) dated March 2024), shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include:</p> <ul style="list-style-type: none"> (a) The approach to, and indicative programme of, archaeological works to be carried out, including a list of relevant documents to be produced as part of that programme of archaeological work; (b) A description of designated and non-designated heritage assets, as applicable; (c) Establish principles and responsibilities for the management and monitoring of heritage assets (if relevant), including monitoring ground conditions and site hydrology; (d) A public access and community engagement strategy including opportunities for public dissemination of archaeological information; (e) Identification of opportunities to display and/or interpretation of heritage artefacts relating to the site from previous or current site investigations; and (f) A mechanism and timeframe for review. <p>Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Plan.</p> <p>Reason – In order to ensure to ensure an appropriate framework for the long term management, interpretation and public dissemination of the site’s heritage, in accordance with NPPF paragraph 203, Dartford Local Plan Policy M6, Gravesham Local Plan Core Strategy Policy CS20 and Gravesham Local Plan saved Policy TC7.</p>
15	<p>Prior to the approval of the first Area Master Plan pursuant to this outline planning permission, a site-wide Water Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall be informed by the Drainage Strategy dated 14/11/2022 (Report Ref. 103780-PFC-ZZ-XX-RP-YE-000010-S0-P03) and the indicative drainage strategy in section 8.12 of the Design and Access Statement (reference ECE-WAM-XX-XX-RP-A-07-001) dated March 2024 and should include:</p> <ul style="list-style-type: none"> (a) Principles for the provision of sustainable drainage systems throughout the site, in broad accordance with the indicative drainage strategy in section 8.12 of the Design and Access Statement (reference ECE-WAM-XX-XX-RP-A-07-001) dated March 2024; (b) Identify opportunities for how the management of water on the site can support the restoration and enhancement of the ecological value of the Ebbsfleet Marshes Local Wildlife Site, including the section of the River Ebbsfleet that lies within the boundary of the application site; (c) Approaches to ground water control and monitoring;

	<ul style="list-style-type: none"> (d) Details of foul water drainage including (where necessary) pumping stations; (e) Approaches to control and monitor water levels; (f) Approaches to monitoring of water levels in, and discharging water into, the River Ebbsfleet; (g) Details of responsibilities for management and maintenance for lifetime of the development where water management is in the public realm; and (h) A mechanism for review of the Strategy. <p>Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p> <p>Reason - To ensure a sustainable and comprehensive approach to the management of water resources that appropriately addresses climate change and the risk of flooding, water quality, natural habitats and the amenity of residents and ensure the future maintenance of the sustainable drainage system in perpetuity, in accordance with Dartford Local Plan Policies M3, M4 and M14 and Gravesham Local Plan Core Strategy Policies CS12, CS18 and CS19.</p>
Prior to submission of Reserved Matters	
16	<p>No application for approval of Reserved Matters pursuant to conditions 1 or 17 for any particular Phase or Sub-Phase of development shall be submitted until:</p> <ul style="list-style-type: none"> (a) The applicant has secured and reported a programme of (i) archaeological characterisation, (ii) field evaluation works for palaeolithic and subsequent archaeological periods, (iii) hydrological recording and modelling and (iv) an archaeological impact assessment for the Phase or Sub-Phase of development to which the application relates, in accordance with a specification and written timetable which has been first submitted to and approved in writing by the Local Planning Authority. (b) Following completion of the work to be undertaken pursuant to part (a), the applicant shall obtain confirmation in writing by the Local Planning Authority as to whether further mitigating fieldwork is required. (c) If the results of the work to be undertaken pursuant to parts (a) and (b) identify the requirement for further mitigating fieldwork, the applicant shall submit and obtain approval in writing by the Local Planning Authority of a specification, including a written timetable for proposed mitigation (including preservation in situ and/or archaeological excavation and recording, assessment, analysis, reporting and archiving) for the Phase or Sub-Phase of development to which it relates. (d) If the results of the work to be undertaken pursuant to parts (a) and (b) identify no requirement for further mitigating fieldwork, a programme for analysis, reporting and publication of the evaluation works will be agreed and undertaken in accordance with a specification and timetable to first be submitted to and approved in writing by the Local Planning Authority. <p>Where an archaeological 'entity' is affected by proposed development in more than one Phase or Sub-Phase, mitigation will be decided and where appropriate implemented at the time of development on the first Phase or Sub-Phase which affects it.</p>

	<p>Reason – To ensure that adverse impacts to features of archaeological interest are appropriately mitigated according to their significance and so that the archaeological heritage of the site can fully inform design, in accordance with NPPF paragraph 211, Dartford Local Plan Policy M6, Gravesham Local Plan Core Strategy Policy CS20 and Gravesham Local Plan saved Policy TC7.</p>
17	<p>Notwithstanding the requirements of condition 1, Reserved Matters Applications for Advanced Infrastructure may be submitted prior to approval of the applicable site-wide strategies, Area Master Plan and Area Design Code required pursuant to conditions 6 to 15 inclusive. Any submission for the approval of the Reserved Matters in respect of Advanced Infrastructure should demonstrate an integrated and co-ordinated approach to justify that approval and delivery of Advanced Infrastructure will not compromise future design decisions or development. For the purposes of this condition Advanced Infrastructure, including associated earthworks and utilities, shall be restricted to the following (in their entirety or part thereof):</p> <ul style="list-style-type: none"> (a) The highway works as indicated on the Highway Plans listed in condition 4; (b) The 1no. Primary Street (including carriageway and associated paths and verges) as indicated on the approved Access and Circulation Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-020 Rev.02); (c) The 2no. Secondary Streets (including carriageway and associated paths and verges) as indicated on the approved Access and Circulation Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-020 Rev.02); and (d) The Fastrack Route between International Way and Southfleet Road as indicated on the approved Access and Circulation Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-020 Rev.02). <p>The Advanced Infrastructure shall thereafter be implemented in accordance with the approved details.</p> <p>Reason - In order to assist the timely delivery of development by allowing for approval and provision of essential infrastructure in advance of detailed design, in accordance with Dartford Local Plan Policy S2, M15 and M16 and Gravesham Local Plan Core Strategy Policies CS11 and CS19.</p>
	<p>Prior to approval of Reserved Matters</p>
18	<p>No Reserved Matters Application pursuant to condition 1 within either EC1 or EC2, save for any submissions relating to Advanced Infrastructure pursuant to condition 17, shall be approved until an Area Master Plan (AMP) covering the entirety of the land within either EC1 or EC2 has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The AMP shall accord with the Parameter Plans, Development Specification and site-wide strategies (pursuant to conditions 6 to 15 inclusive) approved as part of, and pursuant to, this decision. It should respond to the design principles and strategies set out in the Design and Access Statement (reference ECE-WAM-XX-XX-RP-A-07-001) dated March 2024 and shall be accompanied by a written statement demonstrating this.</p>

The first AMP submitted for approval shall demonstrate that consideration has been given to the distribution of uses and floorspace across the whole of the application site, including any site wide utilities and infrastructure.

The AMP shall be submitted in parallel with the corresponding Area Design Code (as required by condition 22). It shall include details of the following matters for that area, and any requirements established in the site-wide strategies:

Phasing

- (a) Indicative phasing and sequencing of development, including associated infrastructure.

Land Uses

- (b) The indicative quantum of all proposed uses, establishing a range for the minimum and maximum floorspace for each use.
- (c) Broad distribution of housing types, densities and tenures.
- (d) Broad distribution of all non-residential uses.
- (e) Identification of locations for any mixed use development blocks.

Landscape and Open Space

- (f) Broad locations for structured landscaping, including retained landscaping where applicable.
- (g) Broad locations for areas of potential on-site biodiversity mitigation and enhancement in broad accordance with the Outline Biodiversity Mitigation and Enhancement Plan Rev.02 dated March 2024 (ES Volume 2 Appendix K.13).
- (h) Broad locations, typologies and indicative sizes of all areas of open space, including key linkages between them.
- (i) Broad locations and quantum of any formal play (including their associated walking distances) and sport facilities.
- (j) Broad locations for public art, including public art principles, potential key themes, best practice guidelines for commissioning, funding mechanisms and maintenance expectations.
- (k) Identification of any locations where errant vehicle protection measures should be provided.
- (l) Key locations for signage and wayfinding.
- (m) The approach to provision of trees, including the typical species and sizes to be used within the various character areas across the site.

Form of Development

- (n) Identification of design character areas corresponding with the applicable Area Design Code.
- (o) Design approach to building heights (minimum and maximum) including the broad location of landmark buildings.
- (p) Identification of any key views and vistas to, from and across the site and how the development should respond to them.
- (q) Indicative site levels, sections and key level interfaces between buildings, open spaces and key public routes.
- (r) Broad locations of active frontages having regard to street hierarchy and open spaces.

	<p>Environmental</p> <ul style="list-style-type: none"> (s) Broad approach to the orientation of buildings, streets, key public routes and open spaces to ensure a comfortable micro-climate for users that includes consideration of wind and shading. (t) Water management strategy, including design considerations for incorporating sustainable drainage solutions. <p>Archaeology/Historic Environment</p> <ul style="list-style-type: none"> (u) Identification of any known areas of archaeological remains including design response to archaeological conditions of the site (if applicable). (v) Identification of broad locations for heritage and cultural interpretation. <p>Access and Car Parking</p> <ul style="list-style-type: none"> (w) Identification of a street hierarchy and street types (vehicle, public transport, pedestrian and cycle routes), including the broad locations of crossing points, emergency access routes and any connections to surrounding areas. (x) Identification of the broad locations and types of cycling infrastructure, including cycle hubs and cycle routes, in accordance with the requirements of the Ebbsfleet Sustainable Travel Strategy. (y) Broad distribution and location of vehicle parking spaces including car club parking spaces and electric vehicle charging infrastructure. (z) Illustrative location and arrangement of station forecourt facilities and accessible parking for Ebbsfleet International Station. <p>Utilities</p> <ul style="list-style-type: none"> (aa) Location of known retained services, utilities and other relevant infrastructure, and the broad location of any principal proposed services and utilities, including identification of the location and extent of any known associated easements and any other spatial requirements or constraints associated with the site-wide strategies. <p>The Reserved Matters Applications made pursuant to condition 1 shall thereafter substantially accord with the applicable approved AMP.</p> <p>Reason - To ensure development of a high quality design that is built out in a comprehensive and co-ordinated manner, in accordance with Dartford Local Plan Policies E2, E4 and M1 and Gravesham Local Plan Core Strategy Policies CS06, CS15 and CS19.</p>
19	<p>The Area Master Plan for EC1 submitted pursuant to condition 18 shall, in addition to applicable details required by that condition, include the following:</p> <ul style="list-style-type: none"> (a) Identification of a step free pedestrian and cycle connection between Ebbsfleet International Station and the north eastern side of Thames Way adjacent to the corner of development plots EC1.D1 and EC1.D2, in the alignment indicatively shown on

	<p>the approved Access and Circulation Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-020 Rev.02), in order to facilitate a potential future connection to Northfleet Station, including key design principles to activate the route.</p> <p>(b) A plan to identify sufficient land to be safeguarded between development plots EC1.D1 and EC1.D2, as shown on the approved Access and Circulation Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-020 Rev.02), in order to facilitate the delivery of a potential future direct step free pedestrian and cycle connection to Northfleet Station, to include options for alternative temporary uses of the safeguarded land in advance of being required to facilitate delivery of a connection.</p> <p>(c) Broad location, general form and size of a two form entry primary school site (if applicable at time of submission).</p> <p>(d) Broad location, form and appearance of the 4no. bridges indicated on the approved Access and Circulation Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-020 Rev.02), in accordance with the design principles in section 8.5 of the Flood Risk Assessment (reference ECE-STA-XX-XX-RP-A-07-009) dated March 2024, including principles for how the design will minimise long-term negative ecological impacts and a timescale for delivery;</p> <p>(e) Broad location of a Local Centre; and</p> <p>(f) Design principles for the Existing Ecological Corridor annotated on the Landscape and Public Realm Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-019 Rev.01), to include a minimum 10 metre width of riparian habitat on either side of the River Ebbsfleet unless justified that this full width is not achievable due to environmental or other constraints.</p> <p>Reason - To ensure development of a high quality design that is built out in a comprehensive and co-ordinated manner, in accordance with Dartford Local Plan Policies E2, E4 and M1 and Gravesham Local Plan Core Strategy Policies CS06 and CS19.</p>
20	<p>To inform and identify the area of land that is required to be safeguarded between development plots EC1.D1 and EC1.D2 as identified in condition 19 for the purpose of facilitating the provision of a dedicated and direct step-free pedestrian and cycle connection between Ebbsfleet International Station and Northfleet Station including sufficient land for construction, the Area Master Plan submission for EC1 shall be accompanied by the following:</p> <p>(a) An options analysis that demonstrates the spatial and technical feasibility for providing a dedicated and direct step-free pedestrian and cycle connection between the north eastern side of Thames Way adjacent to the corner of development plots EC1.D1 and EC1.D2 and Northfleet Station that identifies a preferred concept scheme; and</p> <p>(b) The options analysis shall be informed by a report that identifies the legal constraints and financial considerations to delivery of this connection including evidence of engagement with relevant landowners.</p> <p>The safeguarded land identified in the AMP for this purpose shall thereafter be safeguarded for this purpose and no development pursuant to this planning permission shall take place on the safeguarded land, unless agreed in writing by the Local Planning Authority.</p>

	<p>Reason – To ensure the development does not constrain delivery of a future pedestrian and cycle connection between Northfleet and Ebbsfleet, in accordance with Dartford Local Plan Policies E1, E2, E4, M15 and M16 and Gravesham Local Plan Core Strategy Policies CS06, CS11 and CS19.</p>
21	<p>The Area Master Plan for EC2 submitted pursuant to condition 18 shall, in addition to applicable details required by that condition, include the following:</p> <ul style="list-style-type: none"> (a) Broad alignment of the proposed Fastrack connection between International Way and Southfleet Road. (b) Location of the bus gate to minimise vehicular traffic to and from International Way. (c) Design approach to the “high quality shared surface” in the location identified on the Access and Circulation Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-020 Rev.02). (d) Approach to the public realm, including pedestrian connections, between development plots EC2.D1, EC2.D2, EC2.D3, EC2.D4 and EC2.D5. (e) Design approach for the Unfinished Bridge Plaza (in advance of future onward connection). (f) Broad location of the mobility hub. (g) Broad Location of the Business Hub, in accordance with the Non-Residential Uses Strategy. (h) Broad location of a District Centre. <p>Reason - To ensure development of a high quality design that is built out in a comprehensive and co-ordinated manner, in accordance with Dartford Local Plan Policies E2, E4 and M1 and Gravesham Local Plan Core Strategy Policies CS06, CS11 and CS19.</p>
22	<p>No Reserved Matters Application pursuant to condition 1 within either EC1 or EC2, save for any submissions relating to Advanced Infrastructure pursuant to condition 17, shall be approved until an Area Design Code (ADC) covering the entirety of the land within EC1 or EC2 has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The ADC shall be submitted in parallel with the corresponding Area Master Plan (as required by condition 18). The ADC shall accord with the Parameter Plans, Development Specification and site-wide strategies (pursuant to conditions 6 to 15 inclusive) approved as part of, and pursuant to, this Outline Planning Permission. It should respond to the design principles and strategies set out in the Design and Access Statement (reference ECE-WAM-XX-XX-RP-A-07-001) dated March 2024.</p> <p>The ADC shall include reference to the Design for Ebbsfleet Guide and the Ebbsfleet Public Realm Strategy. It shall set out the mandatory and discretionary elements of the ADC and set out how it will be used by applicants and the Local Planning Authority.</p> <p>The ADC shall include details of the following matters for that area, and any requirements established in the site-wide strategies:</p>

Built Form and Design Narrative

- (a) Establish a design approach to embed a legible urban structure and built form that references key townscape vistas and views to and from existing and proposed landmarks.
- (b) Establish a narrative based design process aligned with the Design for Ebbsfleet Guide and articulate how it should be used to generate the architectural design of buildings to create locally distinctive built form, including massing and form, roofs and window design, facade articulation and materials and detailing.
- (c) Approach to design character areas identified in the Area Master Plan.
- (d) A range of building typologies appropriate to location and/or use.
- (e) Principles for the structuring and potential sub-division of development blocks, allowing reasonable flexibility and adaptability in building typology and a mix of uses.
- (f) Approaches to designing appropriate visual scale of built form including multi-storey car parks.
- (g) Design principles for ensuring ground floor frontages are active and/or attractive.
- (h) Design principles for shop fronts including options for incorporating signage.
- (i) Design principles for incorporation of external lighting onto buildings.
- (j) Design principles for embedding sustainable performance into the urban structure and built form, including consideration of passive design principles, solar access for photo-voltaic panels, rainwater harvesting and integrated water management.

Streets and Open Spaces

- (k) Approaches to integrating level changes, including indicative sections and perspectives of the typical interfaces between buildings, streets and open spaces.
- (l) Street and movement corridor hierarchy, including typical cross sections and street crossing types, to prioritise pedestrian and cyclist movement and incorporation of street trees and soft verges, in general accordance with the Ebbsfleet Public Realm Strategy, including consideration of adopted and non-adopted areas.
- (m) Approaches to the treatment of streets, key public routes and open spaces, including soft landscaping, hard surfacing, boundary treatments and enclosure of spaces, including guidance for the form and appearance of furniture (including signage and wayfinding), play provision and external lighting.
- (n) Approaches to the provision of green and blue infrastructure, including multi-functional sustainable drainage and consideration of groundwater and watercourse safeguarding zones.
- (o) Vehicle and cycle parking standards, including identification of parking typologies in accordance with the Ebbsfleet Sustainable Travel Strategy.
- (p) Approaches to minimise the visual impact of vehicle parking and accesses.

Utilities and Services

- (q) Design approach to sensitive and discrete incorporation of essential services and utilities such as pipes, flues, vents, meter boxes, telecommunications equipment and external plant (including rooftop plant) as part of building design to reduce adverse visual impact.

	<p>(r) Design approach to sensitive and discrete incorporation of essential services and utilities such as telecommunications equipment, electricity substations and above ground utility cabinets as part of the public realm/open space design to reduce adverse visual impact.</p> <p>(s) Design approach to sensitive and discrete incorporation of waste and recycling storage and associated facilities to reduce adverse visual impact.</p> <p>General</p> <p>(t) Establish high density residential living standards, including internal spaces, access arrangements and provision of private and semi-private amenity spaces.</p> <p>(u) Design approaches to ensure suitable daylight and sunlight within buildings, streets, key public routes and open spaces.</p> <p>(v) Design approaches for heritage and cultural interpretation.</p> <p>(w) Design approaches to minimise opportunities for crime and anti-social behaviour, including options for the form and appearance of any physical measures and approaches to provide surveillance of open spaces and key public routes.</p> <p>(x) Design principles for the mobility hub in EC2.</p> <p>The Reserved Matters Applications made pursuant to condition 1 shall thereafter substantially accord with the applicable approved ADC.</p> <p>Reason - To ensure development of a high quality design that is built out in a comprehensive and co-ordinated manner, in accordance with Dartford Local Plan Policies E2, E4 and M1 and Gravesham Local Plan Core Strategy Policies CS06, CS15 and CS19.</p>
23	<p>No Reserved Matters Application pursuant to conditions 1 or 17 that includes land within the 1 in 100 (1% AEP) Year plus 27% climate change allowance flood extents baseline area (as identified in Figure 5-2 of the Flood Risk Assessment reference ECE-STA-XX-XX-RP-A-07-009 dated March 2024) shall be approved until a site-wide floodplain compensation storage strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall be in broad accordance with, but not limited to, the design principles in section 8.2 of the Flood Risk Assessment (reference ECE-STA-XX-XX-RP-A-07-009 dated March 2024) and shall (i) establish the overall floodplain compensation to demonstrate mitigation for the maximum worst-case total quantum of development impacting the fluvial floodplain and (ii) include indicative details of the phasing of ground level changes before the build out of each Phase or Sub-Phase of development within the applicable part of the site. The submitted strategy shall demonstrate that all parts of the floodplain can freely fill and drain and shall include calculations and drawings including contour lines.</p> <p>Thereafter, any subsequent application for approval of Reserved Matters submitted pursuant to conditions 1 or 17 that includes land within the above specified flood extents baseline area shall be accompanied by a detailed floodplain compensation storage scheme to demonstrate how the proposed development in that particular Phase or Sub-Phase of development will provide floodplain compensation storage to mitigate the impact of the proposed development in that particular Phase or Sub-Phase. The detailed</p>

	<p>scheme shall accord with the latest approved site-wide floodplain compensation storage strategy or any variation to that strategy that may be approved in writing by the Local Planning Authority prior to or pursuant to the applicable Reserved Matters Application. The submitted scheme shall demonstrate that all parts of the floodplain can freely fill and drain and shall include calculations and drawings including contour lines.</p> <p>Unless an alternative timeframe is approved through the detailed floodplain compensation storage scheme, no development shall take place within the Phase or Sub-Phase of development to which it relates until the approved detailed floodplain compensation storage scheme relating to that Phase or Sub-Phase has been fully implemented in accordance with the details that have been approved in writing by the Local Planning Authority.</p> <p>Reason - To ensure that an acceptable form of flood plain compensation is provided for any built development in the 1 in 100 plus climate change extent and to ensure flood risk on site or elsewhere is not increased, in accordance with paragraphs 165 and 170 of the National Planning Policy Framework, Dartford Local Plan Policy M4 and Gravesham Local Plan Core Strategy Policy CS18.</p>
	<p>Details to Accompany Reserved Matters Applications</p>
24	<p>Application(s) for approval of Reserved Matters pursuant to conditions 1 or 17 shall, where applicable, include the following information insofar as it relates to that Phase or Sub-Phase of development:</p> <ul style="list-style-type: none"> (a) A Statement of Conformity to demonstrate how the proposal substantially accords with (i) the Environmental Statement (reference ECE-STA-XX-XX-RP-A-07-001) dated March 2024, (ii) the Development Specification, Parameter Plans and Highway Plans approved pursuant to condition 4 and (iii) the relevant site-wide documents, Area Master Plan and Area Design Code to be approved pursuant to conditions 6 to 15 inclusive, 18 and 22. (b) A statement to demonstrate how the archaeological field evaluation and archaeological impact assessment to be approved pursuant to condition 16 has informed the proposed scheme, including mitigation (preservation and/or archaeological recording) if required. (c) A schedule of floorspace, including a calculation of cumulative floorspace previously approved. (d) A schedule of public and private open space, including a calculation of cumulative public and private open space previously approved. (e) Details of finished floor levels for buildings and site levels for streets and open spaces, including sections to indicate the relationship between buildings, streets and open spaces. (f) Details of soft landscaping, including co-ordination of trees with lighting and underground services. (g) Details of hard landscaping, street/public realm furniture and boundary treatments, including surface finishes, wayfinding and heritage and cultural interpretation. (h) Details of any play provision. (i) A detailed specification of any public art, including timeframes for installation and maintenance responsibilities.

	<ul style="list-style-type: none"> (j) Details of any formal sport facilities, including timeframes for provision. (k) An external lighting strategy including demonstration of co-ordination with landscaping. (l) A statement to demonstrate how the design has minimised opportunities for crime and anti-social behaviour, including any errant vehicle protection measures and other security measures. (m) Details of external materials. (n) Details of vehicle and cycle parking, including location of electric vehicle charging points and broad arrangements for parking management, including a statement to confirm the requirement to provide permanent or temporary replacement station car parking or station pick up, drop off and taxi facilities. (o) Details of arrangements for deliveries and servicing, including domestic and commercial waste storage, recycling and collection. (p) Details of telecommunications equipment, broadband and other services and utilities. (q) A daylight and sunlight assessment for buildings and public spaces. (r) A statement to demonstrate how the design maximises resource efficiency and climate change adaptation through external, passive means such as landscaping, orientation, massing and external building features and through incorporation of low and zero carbon technologies. (s) A statement to demonstrate how external lighting, lighting from vehicles and solar reflection have been mitigated to avoid dazzle and glare that could cause a hazard or distraction to operators of railway infrastructure. (t) A statement to demonstrate how the proposal is compatible with electromagnetic compatibility (EMC) regulations. <p>Reason – In order to demonstrate how the submission accords with previously approved plans and documents and to ensure that sufficient information is provided to enable robust assessment of the application.</p>
25	<p>Applications for approval of Reserved Matters to be submitted pursuant to condition 1 proposing residential dwellings (Use Class C3) shall include an Affordable Housing Scheme to include the mix, type, tenure and distribution (including wheelchair accessible dwellings) of the proposed dwellings and details of the anticipated proposed Preferred Registered Provider(s) if known. The Scheme shall be in general accordance with the site-wide Housing Diversification Strategy to be approved pursuant to condition 6.</p> <p>Reason – To ensure a genuine mix of housing to support inclusive neighbourhoods, with a range of rental and ownership options to meet local needs, in accordance with adopted Dartford Local Plan Policies E2, E4, M13 and M17 and Gravesham Local Plan Core Strategy Policies CS06, CS10 and CS13.</p>
26	<p>Applications for approval of Reserved Matters to be submitted pursuant to condition 1 proposing leisure floorspace (falling within Use Classes E(d), F1(b), F2(c), F2(d) and Sui Generis) that comprise in excess of 13,950sqm (GIA) of “intensive leisure uses” measured cumulatively across the whole site shall be accompanied by a Leisure Impact Assessment.</p>

	<p>For the purposes of this condition “intensive leisure uses” shall be as defined as leisure uses with a high-spend/turnover in broad accordance with the indicative schedule of leisure uses in Table 2.2 of the Leisure Impact Assessment (reference ECE-STA-XX-XX-RP-A-07-014) dated December 2023. In the event that leisure uses not included in Table 2.2 are proposed, the application shall specify whether it should be regarded as an “intensive leisure use”.</p> <p>Reason – To enable the assessment of any impacts of new leisure floorspace provided as part of the development over and above those assessed through the Leisure Impact Assessment submitted with the outline planning application and to ensure the development does not adversely impact the vitality and viability of existing centres, in accordance with adopted Dartford Local Plan Policies E2, E4, and M18 and Gravesham Local Plan Core Strategy Policies CS06 and CS08.</p>
27	<p>Applications for approval of Reserved Matters submitted pursuant to conditions 1 or 17 shall be accompanied by a detailed Management Scheme that shall be in broad accordance with the latest approved Site-Wide Stewardship Framework, to include the following:</p> <ul style="list-style-type: none"> (a) Arrangement for management and maintenance of the public community infrastructure or facility; (b) Indicative costs and how these will be financed; and (c) The ownership and governance arrangement. <p>The development shall thereafter be implemented and operated in broad accordance with the latest approved Scheme.</p> <p>Reason - In order to ensure that community assets are open and available for public use as appropriate and are managed in a manner to ensure they remain fit for purpose, in accordance with adopted Dartford Local Plan Policies M7 and M8 and Gravesham Local Plan Core Strategy Policies CS14 and CS16.</p>
28	<p>Applications for approval of Reserved Matters to be submitted pursuant to conditions 1 or 17 shall include a detailed sustainable surface water drainage scheme, in broad accordance with the Drainage Strategy dated 14/11/2022 (Report Ref. 103780-PFC-ZZ-XX-RP-YE-000010-S0-P03) and the Water Management Strategy to be approved pursuant to condition 15. The scheme shall:</p> <ul style="list-style-type: none"> (a) demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated within the proposed development layout and disposed of without increase to flood risk on or off-site; (b) include details of how the development will maximise the use of blue/green above ground sustainable drainage features wherever reasonably practical; (c) demonstrate (with reference to published guidance) that silt and pollutants resulting from the site can be adequately managed to ensure there is no pollution risk to receiving waters;

	<p>(d) demonstrate that operational, maintenance and access requirements for each drainage feature or sustainable drainage component have been considered, including any proposed arrangements for future adoption by any public body or statutory undertaker; and</p> <p>(e) demonstrate that no surface water or drainage infrastructure shall adversely impact railway infrastructure or its associated drainage system.</p> <p>The sustainable surface water drainage scheme shall be fully implemented in accordance with the approved details prior to first occupation of the part of development to which it relates.</p> <p>Reason - To ensure the development is served by satisfactory arrangements for the sustainable disposal of surface water and does not adversely impact on adjacent land or railway infrastructure, in accordance with adopted Dartford Local Plan Policies M4, M13, M14 and M15 and Gravesham Local Plan Core Strategy Policies CS11, CS12 and CS18.</p>
29	<p>Applications for approval of Reserved Matters to be submitted pursuant to condition 1 shall include a noise attenuation scheme, informed by a noise assessment, where applicable and unless otherwise agreed in writing by the Local Planning Authority. The scheme shall include details of any noise mitigation provided for internal and external areas by virtue of the design and layout of the proposed buildings and the noise attenuation incorporated into those buildings to demonstrate how acceptable amenity noise levels relative to the proposed use in accordance with standards applicable at the time of submission shall be achieved. Details shall include fabric, glazing specification, ventilation and measures to prevent overheating. The development shall accord with the approved details and be fully implemented prior to first occupation of the part of the development to which it relates.</p> <p>Reason – In order to safeguard the amenities of the occupants of the proposed development to provide attenuation against externally generated noise, in accordance with Dartford Local Plan Policy M2 and Gravesham Local Plan Core Strategy Policy CS19.</p>
30	<p>Applications for approval of Reserved Matters to be submitted pursuant to condition 1 shall include an assessment of the wind conditions within the Phase or Sub-Phase to which it relates. The assessment shall explain the subsequent detailed design, along with any necessary mitigation of any relevant buildings or open spaces as a consequence of the assessment. Approved mitigation shall be constructed and completed in accordance with the approved details prior to first occupation or use of the building or open space to which it relates and therefore be maintained for the lifetime of the development.</p> <p>Reason - In the interests of safety, good design and to provide a comfortable environment for future users, in accordance with Dartford Local Plan Policies M1 and M2 and Gravesham Local Plan Core Strategy Policy CS19.</p>
31	<p>Applications for approval of Reserved Matters including highway works submitted pursuant to conditions 1 or 17 shall include, but not be limited to, details of the following, where applicable:</p>

	<ul style="list-style-type: none"> (a) Details of roads, junctions, footways, cycleways, verges, retaining walls, service routes, vehicle overhang margins, embankments, visibility splays, accesses and carriageway gradients; (b) Detailed junction designs supported by junction capacity assessments; (c) Vehicle speed restraint measures; (d) Pedestrian and cycle crossing arrangements, including details of signals, furniture and associated hard and soft landscaping; (e) Bus gate locations including the form and appearance of associated infrastructure; (f) Vehicle tracking plans; (g) Stage 1 Road Safety Audit; and (h) Proposed highway adoption plan showing which areas of the transport network that will be offered for adoption by the local highway authority and which will be retained in private ownership. <p>Any details relating to the Fastrack bus route through the site shall include a continuous 6.75 metre wide carriageway with additional widening at bends where required to allow both 12.2 metre electric and 18 metre articulated buses to pass.</p> <p>The works shall thereafter be carried out in accordance with the approved details and in accordance with applicable agreements with the local highway authority.</p> <p>Reason – In the interests of operation of the highway network and to ensure promotion of sustainable travel and connectivity with the surrounding area, in accordance with Dartford Local Plan Policies M15 and M16, Gravesham Local Plan Core Strategy Policy CS11 and Kent Minerals and Waste Local Plan Policy DM8.</p>
32	<p>Any application(s) for approval of Reserved Matters relating to the bus, pedestrian and cycle highway connection between International Way and Southfleet Road submitted pursuant to conditions 1 or 17 shall, unless demonstrated to the satisfaction of the Local Planning Authority that it is not feasible, be in broad accordance with the road alignment shown in Option Two (Drawing No. 103780-PEF-EC-XX-M2-Y-000012 P03) included in Appendix H of the Transport Assessment Addendum Rev.P02 dated September 2023 (Report Reference 103780-PEF-XX-XX-RP-TR-000014). In the event that it is demonstrated that this option is not feasible the submission shall propose an alternative road alignment to include details and justification to explain how the alternative proposed road alignment would still facilitate delivery of a public transport connection to and from the adjacent strategic development site.</p> <p>Reason – In order to ensure delivery of a direct public transport connection to and from the adjacent strategic development site, in accordance with Dartford Local Plan Policies E1, E2, E4 and M15 and Gravesham Local Plan Core Strategy Policies CS06 and CS11.</p>
33	<p>Applications for approval of Reserved Matters to be submitted pursuant to conditions 1 or 17 shall include a Biodiversity Mitigation and Enhancement Scheme based on the Outline Biodiversity Mitigation and Enhancement Plan (OBMEP) Rev. 02 dated March 2024</p>

	<p>(ES Volume 2 Appendix K.13) submitted with the outline planning application. Each Scheme shall be informed by an updated Biodiversity Net Gain Assessment (using Metric 3.1), in addition to additional surveys where specified in the OBMEP, and shall include:</p> <ul style="list-style-type: none"> (a) Details of measures to avoid, mitigate and/or compensate for harm to biodiversity resulting from development including any habitat retention or creation, protected species mitigation and other mitigation and enhancement; (b) Details of proposed new and enhanced green infrastructure, including the approach to incorporating sustainable drainage surface features, green, brown or biodiverse roofs and walls and other ecological enhancement measures into the buildings and open spaces; (c) Details of artificial features such as bat, bird and invertebrate boxes or bricks; (d) Details of how the design will minimise any long-term negative ecological impacts; and (e) Details of any licenses or other approvals required to implement the proposed measures. <p>The Biodiversity Mitigation and Enhancement Scheme shall be fully implemented in accordance with the approved details prior to first occupation of the Phase or Sub-Phase of development to which it relates.</p> <p>Reason – To accord with the terms of the application and in order to deliver ecological and biodiversity mitigation and enhancement in accordance with adopted Dartford Local Plan Policy M14, Gravesham Local Plan Core Strategy Policy CS12.</p>
34	<p>Applications for approval of Reserved Matters to be submitted pursuant to conditions 1 or 17 that comprise land within the Railway Infrastructure Safeguarding Area, as identified on the Railway Infrastructure Safeguarding Plan (Drawing No. ECE-EDC-XX-XX-DR-A-01), shall include details to demonstrate how the development has considered elements of maintenance of the development which could prejudice the safety, operation or maintenance of adjacent railway infrastructure including window cleaning and building maintenance and access.</p> <p>Reason – In order to avoid adverse impacts to occupiers of the development and operators of adjacent railway infrastructure and to avoid adversely affecting the safety, operation or maintenance of adjacent railway infrastructure, in accordance with Dartford Local Plan Policies M15 and Gravesham Local Plan Core Strategy Policy CS11.</p>
	<p>Restrictions and Triggers</p>
35	<p>Notwithstanding the minimum floorspace set out in the Development Specification (reference ECE-STA-XX-XX-RP-A-07-003) dated March 2024, the development shall provide a minimum of 30,000sqm (GIA) of business floorspace falling within Use Classes E(c) and E(g). This minimum floorspace shall be located within the Business Hub located in EC2 (extent to be defined by Non-Residential Uses Strategy to be approved pursuant to condition 7) and shall be completed in accordance with the following timescales:</p>

	<ul style="list-style-type: none"> • 5,000sqm by 500th residential occupation in EC2. • 30,000sqm by 1,000th residential occupation in EC2. <p>Reason – In order to ensure an appropriate quantum of business floorspace to support the economic vision for the site, in accordance with Dartford Local Plan Policies S1, E1, E2, E4, M18 and M19 and Gravesham Local Plan Core Strategy Policies CS02, CS06 and CS07.</p> <p><i>Informative: In the event of an application is submitted to vary this condition, evidence and justification for the approach must be submitted to the Local Planning Authority. Suitable evidence should comprise the following as a minimum:</i></p> <ul style="list-style-type: none"> • <i>Details of sector and market performance and trends;</i> • <i>Opportunities to attract and encourage small and medium enterprises;</i> • <i>Demonstration of alignment with the latest approved Non-Residential Uses Strategy and other local, sub-regional and national economic priorities;</i> • <i>Analysis of property market and other economic data that shows demand and need for space in the sub-region; and</i> • <i>Analysis of any competing existing floorspace that has attracted, and will continue to attract the same target activities.</i>
36	<p>Notwithstanding the minimum floorspace set out in the Development Specification (reference ECE-STA-XX-XX-RP-A-07-003) – by Stantec dated March 2024, the development shall include provision of a minimum of 1,625sqm (GIA) of community and cultural floorspace falling within Use Classes F1 or F2(b), such figure to exclude any floorspace for the primary purpose of the provision of primary education. The specification of the facilities shall be determined through the Community Infrastructure and Building Strategy to be approved pursuant to condition 8. The minimum floorspace shall thereafter be constructed, completed and made available for use in accordance with the following timescales, and thereafter, notwithstanding provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), shall be kept available for that use at all times:</p> <ul style="list-style-type: none"> • 625sqm within EC1 to be completed and available for public use prior to occupation of the 500th dwelling in EC1. • 500sqm within EC2 to be completed and available for public use prior to occupation of the 400th dwelling in EC2. • 1,000sqm within EC2 (measured cumulatively) to be completed and available for public use prior to occupation of the 700th dwelling in EC2. <p>Reason – To ensure the provision of adequate community facilities to serve the new community, in accordance with Dartford Local Plan Policies S1, S2 and M17 and Gravesham Local Plan Core Strategy Policies CS02, CS09 and CS10.</p>
37	<p>The development shall provide a minimum of 984sqm (NIA) of floorspace to Category A fit out for a permanent primary healthcare facility falling within Use Class E(e). The specification of the facility shall be determined through the Community Infrastructure and Building Strategy to be approved pursuant to condition 8 and the broad location shall be determined through the applicable Area</p>

	<p>Master Plan to be approved pursuant to condition 18. Any application for a permanent primary healthcare facility shall include details of the building specification and a schedule of accommodation. The permanent primary healthcare facility shall thereafter be completed and made available for use prior to occupation of the 300th residential dwelling, unless an alternative timeframe is approved pursuant to submission of an Alternative Primary Healthcare Mitigation Scheme. An Alternative Primary Healthcare Mitigation Scheme may be implemented subject to first being submitted to and approved in writing by the Local Planning Authority. Any such Scheme, which has the ability to amend the timescale for delivery of the permanent facility in the event that a temporary facility is proposed or to propose alternative primary healthcare mitigation for the development, shall be approved prior to occupation of the 300th residential dwelling and thereafter implemented in accordance with the approved details and timescale.</p> <p>For the purposes of interpreting this planning condition, Category A Fit Out comprises the completion of essential elements of the floorspace and includes the installation of a building's mechanical and electrical services including lighting, basic heating/cooling systems, and basic plumbing connections. It also includes basic finishes such as raised floors, suspended ceilings, and walls (left unfinished or painted in a neutral colour), common areas like hallways, staircases, lifts, and toilets and fire detection, smoke alarms and suppression systems to meet building regulations.</p> <p>Reason – To ensure the provision of adequate primary health facilities to serve the new community, in accordance with Dartford Local Plan Policies S1, S2 and M17 and Gravesham Local Plan Core Strategy Policies CS02 and CS10.</p> <p><i>Informative – The site-wide Community Infrastructure and Building Strategy to be approved pursuant to this decision includes a specific requirement to establish principles for the management of the proposed community infrastructure and buildings including transfer and/or long term leasing by service providers. In respect of the primary healthcare facility the expectation is that the 984sqm (NIA) of floorspace referred to in this planning condition shall be transferred on a long leasehold to the National Health Service (NHS) for a peppercorn rent, excluding any future maintenance or management charges for the floorspace, for use as a primary healthcare facility.</i></p>
38	<p>The development shall provide the following minimum cumulative amount of retail shopping floorspace (Use Classes E(a) and E(b)) to be completed and made available for use within the following timescales:</p> <ul style="list-style-type: none"> • 500sqm (GIA) in EC1 prior to occupation of the 500th dwelling in EC1. • 1,000sqm (GIA) in EC1 prior to occupation of the 750th dwelling in EC1. • 1,000sqm (GIA) in EC2 prior to occupation of the 500th dwelling in EC2. • 3,000sqm (GIA) in EC2 prior to occupation of the 750th dwelling in EC2. • 6,000sqm (GIA) in EC2 prior to occupation of the 1,000th dwelling in EC2.

	<p>Save for 1no. retail unit in EC1 which shall not exceed 750sqm (GIA) and 1no. retail unit in EC2 which shall not exceed 2,500sqm (GIA), the maximum size of any individual retail unit (Use Class E(a)) shall not exceed 500sqm (GIA). The floorspace for the purposes of this condition shall include any basement, mezzanine or upper level.</p> <p>Reason – In order to ensure an appropriate amount of retail shopping floorspace to meet the day to day needs of residents, workers and visitors without drawing trade from beyond the immediate area, in accordance with Dartford Local Plan Policies S1, S2, E2, E4 and M17 and Gravesham Local Plan Core Strategy Policies CS02, CS06, CS08 and CS10.</p>
39	<p>The development shall provide enhancements to existing open spaces, within the area defined as the 'Existing Ecological Corridor To Be Enhanced' as annotated on the approved Landscape and Public Realm Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-019 Rev.01), in accordance with the following timescales:</p> <ul style="list-style-type: none"> • At least 3.3 hectares of open space within EC1 prior to first occupation of the 600th residential dwelling in EC1. • The remaining open space within EC1 prior to first occupation of the 800th residential dwelling in EC1. • The open space within EC2 prior to first occupation of the 600th residential dwelling in EC2. <p>The above works shall be completed in accordance with details to have first been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason – In order to ensure an appropriate amount of open space to serve the new community, in accordance with Dartford Local Plan Policies S1, S2, E1, E2, E4 and M13, Gravesham Local Plan Core Strategy Policies CS06, CS12, CS13 and CS19 and Gravesham Local Plan First Review 1994 Saved Policy LT6.</p>
40	<p>The development shall provide and make available Primary Public Spaces, Key Public Spaces and Key Public Realm Routes, as annotated on the approved Landscape and Public Realm Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-019 Rev.01), in accordance with the following timescales:</p> <ul style="list-style-type: none"> • The Key Public Space in EC1 shall be provided and available for public use prior to first occupation of the 400th residential dwelling in EC1. • The Key Public Realm Routes in EC1 shall be provided and available for public use prior to first occupation of the 800th residential dwelling in EC1. • The first Primary Public Space in EC2 shall be provided and available for public use prior to first occupation of the 400th residential dwelling or 10,000sqm of non-residential floorspace in EC2, whichever comes first.

	<ul style="list-style-type: none"> • The second Primary Public Space in EC2 shall be provided and available for public use prior to first occupation of the 800th residential dwelling or 25,000sqm of non-residential floorspace in EC2, whichever comes first. • The first Key Public Space in EC2 shall be provided and available for public use prior to first occupation of the 600th residential dwelling or 15,000sqm of non-residential floorspace in EC2, whichever comes first. • The second Key Public Space in EC2 shall be provided and available for public use prior to first occupation of the 800th residential dwelling or 25,000sqm of non-residential floorspace in EC2, whichever comes first. • The Key Public Realm Routes in EC2 shall be provided and available for public use prior to first occupation of the 800th residential dwelling or 25,000sqm of non-residential floorspace in EC2, whichever comes first. <p>The Primary Public Spaces, Key Public Spaces and Key Public Realm Routes shall be completed in accordance with details to have first been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason – In order to ensure an appropriate amount of public space to serve the new community, in accordance with Dartford Local Plan Policies S1, S2, E1, E2, E4 and M13, Gravesham Local Plan Core Strategy Policies CS06, CS12, CS13 and CS19 and Gravesham Local Plan First Review 1994 Saved Policy LT6.</p>
41	<p>No floorspace in either EC1 or EC2, save for any floorspace comprising the temporary or permanent replacement of existing station parking, shall be occupied until the following highway works have been completed and are available for use in accordance with details first submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> (a) Capacity improvements to the International Way/A2260 (Ebbsfleet Gateway) Roundabout, including crossing arrangements, as indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000018 P07. (b) A combined foot/cycleway/verge along the western side of the A226 (Thames Way) and the north-western side of the A2260 (Ebbsfleet Gateway) as indicated by green dashed lines on Drawing No.s 103780-PEF-EC-XX-M2-Y-000015 P07, 103780-PEF-EC-XX-M2-Y-000016 P07 and 103780-PEF-EC-XX-M2-Y-000017 P07. (c) The existing one-way section of International Way to the west of Ebbsfleet International Station to be replaced with a two-way arrangement providing continuous two-way connection between Ebbsfleet International Station and the A2260 (Ebbsfleet Gateway) Roundabout, to include pedestrian and cycle paths, as indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000019 P07. (d) A bus, pedestrian and cycle connection between International Way and Southfleet Road, including a bus gate, pedestrian and cycle crossing facilities, associated landscaping and, unless demonstrated to be unfeasible, a signal controlled junction with Southfleet Road to provide bus prioritisation. (e) A new priority junction on the A226 (Thames Way) as indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000015 P07 (Inset B).

	<p>(f) A link road between the new priority junction on the A226 (Thames Way) (as required by part (e)) and International Way, to include provision and permanent retention of a two-way bus gate to permit Fastrack buses to travel between International Way and the priority junction on the A226 (Thames Way).</p> <p>(g) The existing A226 (Thames Way) and A2260 (Ebbsfleet Gateway) signal controlled junction, including crossing arrangements and associated road widening, to be upgraded as indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000016 P07.</p> <p>(h) The existing International Way/A2260 (Ebbsfleet Gateway) signal controlled junction shall be replaced with a new signal controlled junction, including crossing arrangements and associated road widening, in the broad location as indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000016 P07.</p> <p>Reason – In the interests of safe operation of the highway network and to ensure promotion of sustainable travel and connectivity with the surrounding area, in accordance with Dartford Local Plan Policies M16 and M16, Gravesham Local Plan Core Strategy Policy CS11 and Kent Minerals and Waste Local Plan Policy DM8.</p>
42	<p>No floorspace in EC1 shall be occupied until the following highway works have been completed and are available for use in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority:</p> <p>(a) The existing Thames Way/A226/Car Park C Roundabout shall be replaced by a signal controlled junction as indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000014 P07.</p> <p>(b) A toucan crossing on the A226 (Thames Way), to the immediate east of the junction required by part (a), shall be provided in the broad location as indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000014 P07.</p> <p>(c) The existing Thames Way/Northfleet Terminal Roundabout shall be replaced by a signal controlled junction as indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000015 P07.</p> <p>(d) A combined foot/cycleway/verge along the south-western side of the A226 (Thames Way) as indicated by purple and red dashed lines on Drawing No.s 103780-PEF-EC-XX-M2-Y-000014 P07 and 103780-PEF-EC-XX-M2-Y-000015 P07.</p> <p>(e) A segregated pedestrian and cycle route along the A226 (Thames Way) in the location annotated as 'KCC Green Corridors Extents' on Drawing No.s 103780-PEF-EC-XX-M2-Y-000014 P07, 103780-PEF-EC-XX-M2-Y-000015 P07 and 103780-PEF-EC-XX-M2-Y-000016 P07.</p> <p>(f) A new crossing on the A226 (Thames Way) to provide a connection to public right of way NU14, in the location indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000016 P07.</p> <p>Reason – In the interests of safe operation of the highway network, in accordance with Dartford Local Plan Policies M16 and M16, Gravesham Local Plan Core Strategy Policy CS11 and Kent Minerals and Waste Local Plan Policy DM8.</p>
43	<p>Prior to the temporary or permanent closure of International Way, a temporary or permanent alternative highway connection between the A2260 (Ebbsfleet Gateway) or the A226 (Thames Way) and Ebbsfleet International Station, in the broad location identified as a</p>

	<p>Primary Street or Secondary Street in EC2 on the Access and Circulation Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-020 Rev.02), shall be provided and made available for public use.</p> <p>Reason – In the interests of safe operation of the highway network and to ensure promotion of sustainable travel and connectivity with the surrounding area, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
44	<p>No floorspace in Development Plots EC2.D1, EC2.D2, EC2.D3, EC2.D4 or EC2.D5, as indicated on the Development Plots Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-012), shall be occupied until a new carriageway arm, including associated crossing arrangements, on the northern side of the existing Springhead Bridge/A2260 (Ebbsfleet Gateway) signal controlled junction, as indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000017 P07, has been completed and is available for use in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason – In the interests of safe operation of the highway network, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
45	<p>No floorspace in Development Plots EC1.D1 or EC1.D2, as indicated on the Development Plots Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-012), shall be occupied until a crossing on the A226 (Thames Way), in the broad location indicated on Drawing No. 103780-PEF-EC-XX-M2-Y-000014 P07, has been completed and is available for use in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason - To ensure promotion of sustainable travel and connectivity with the surrounding area, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
46	<p>A secondary access road into EC1 shall be provided prior to the occupation of the 300th residential dwelling (Use Class C3) in EC1. At no time shall more than 299 residential dwellings (Use Class C3) within EC1 or EC2 be served by a single point of highway access.</p> <p>Reason – To ensure the development is served by adequate highway access, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
47	<p>An emergency access route into EC1 shall be provided prior to the occupation of the 50th residential dwelling (Use Class C3) in EC1.</p> <p>Reason – To ensure the development is served by adequate access for emergency services, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>

Details Required Prior to Commencement of Development	
48	<p>No development, including Advanced Infrastructure works pursuant to condition 17, shall take place until a site wide Community Liaison and Activation Strategy has been submitted to and approved, in writing, by the Local Planning Authority. The Strategy should:</p> <ul style="list-style-type: none"> (a) Demonstrate how the landowner and/or developer will engage and communicate with the existing and new communities throughout the construction phases of the development; (b) Outline an approach to how the development will promote community activation and cohesion during the construction phases of the development, including identification of opportunities and new activities and how the development will link into existing community activity in the wider area; (c) Commit to the creation and management of a community liaison group, including establishing terms of reference, to operate during the construction phases of the development; (d) Outline details of the proposed approach to funding and resourcing to deliver the Strategy; and (e) Include a mechanism for monitoring, reporting and reviewing the Strategy. <p>Development within any Phase or Sub Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p> <p>Reason – In order to consider opportunities to enhance the character and vitality of the area during the construction phase of development, in accordance with Dartford Local Plan Policies E2, E4 and M1 and Gravesham Local Plan Core Strategy Policies CS06 and CS19.</p>
49	<p>No development comprising residential floorspace shall take place on any particular Phase or Sub-Phase of development until a scheme to mitigate the impact of that Phase or Sub-Phase of the residential development on the Thames Estuary and Marshes Special Protection Area and Ramsar site has been submitted to and approved in writing by the Local Planning Authority. The approved mitigation shall thereafter be implemented in full prior to first residential occupation within the Phase or Sub-Phase of development to which it relates, or in accordance with an alternative timescale to be approved in writing by the Local Planning Authority prior to commencement of development comprising the residential floorspace within the Phase or Sub-Phase of development to which it relates.</p> <p>Reason – In order to mitigate impacts on the Thames Estuary and Marshes Special Protection Area and Ramsar in accordance with Dartford Local Plan Policy M14 and Gravesham Local Plan Core Strategy Policy CS12.</p>
50	<p>No development, including Advanced Infrastructure works pursuant to condition 17, shall take place on any particular Phase or Sub-Phase of development hereby approved until a Construction Environmental Management Plan (CEMP) relating to that Phase or Sub-</p>

Phase of development has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall be in accordance with all relevant legislation in force and shall include, but not be limited to, details of the following:

- (i) Construction programme including demolition and building phases;
- (ii) The approach to communication with the community liaison and public engagement, including site signage and a complaints procedure;
- (iii) Hours of construction operation;
- (iv) Details of how construction waste will be avoided or minimised and establishing construction waste targets, to include a Circular Economy Statement;
- (v) Details of construction vehicle types, frequency, routeing, accesses, visibility splays, loading and unloading areas and turning areas, including any temporary construction routes, road closures and traffic management measures and signage;
- (vi) Details of how public transport, pedestrian and cycle access will be maintained throughout the construction process (access must not be prevented and delays should be avoided);
- (vii) Measures to minimise vehicle movements during peak hours, including delivery scheduling / timing of deliveries, and details of any abnormal loads;
- (viii) Parking arrangements for site workers and visitors;
- (ix) A Construction Worker Travel Plan, including details of on-site facilities for construction workers;
- (x) Position and operation of cranes and other plant;
- (xi) Temporary lighting;
- (xii) Noise mitigation measures, to include erection of sound absorbing barriers where required;
- (xiii) Measures to minimise vibration, including establishing targets to demonstrate acceptable levels;
- (xiv) Dust suppression and management measures, to include control of windblown debris, dust and materials and sheeting of vehicles transporting materials on or off site;
- (xv) Detail of how all Non-Road Mobile Machinery will adhere to the relevant emission standards for NO2 and PM10;
- (xvi) Provision of wheel washing facilities;
- (xvii) A demolition method statement;
- (xviii) Site security, including location and appearance of site hoardings;
- (xix) Location of construction compound(s);
- (xx) Details of the location and appearance of any necessary temporary errant vehicle protection measures;
- (xxi) Identification and protection of any areas of known archaeological significance;
- (xxii) Location of materials storage areas and stockpiles, including any combustible/hazardous materials;
- (xxiii) Measures to protect existing infrastructure, services and utilities, including identifying any exclusion zones where storage of materials will not be permitted;
- (xxiv) Arrangements to maintain 24/7 access to all High Speed 1 assets;
- (xxv) Arrangements for ecological monitoring and measures to mitigate adverse impacts, including arrangements for water quality monitoring;

	<p>(xxvi) Details of construction drainage, including measures to prevent the discharge of surface water onto the highway and adjacent railway infrastructure, measures to prevent silt pollution from surface water run-off and any necessary pollution prevention methods;</p> <p>(xxvii) Demonstration that consideration has been given to measures to maximise sustainable import/export of goods and materials during construction, including use of the River Thames; and</p> <p>(xxviii) Arrangements for monitoring and reviewing the document.</p> <p>The construction of the development for each Phase or Sub-Phase shall adhere at all times and be carried out in full accordance with the latest approved CEMP relating to that Phase or Sub-Phase.</p> <p>Reason - In order to minimise and mitigate adverse environmental impacts during the construction phase on residential amenity, wildlife, highway safety and adjacent railway infrastructure, in accordance with Dartford Local Plan Policies M2, M4, M5, M14 and M15, Gravesham Local Plan Core Strategy Policies CS11, CS12, CS19 and CS20 and Kent Minerals and Waste Local Plan Policy DM8.</p>
51	<p>No development, including Advanced Infrastructure pursuant to condition 17, shall take place on any particular Phase or Sub-Phase of development until a Construction Phase Employment and Skills Plan (CP-ESP) relating to that Phase or Sub-Phase of development has been submitted to and approved in writing by the Local Planning Authority. The CP-ESP shall detail how the applicant will maximise the benefits of the development for local residents and should include employment and training opportunities for local residents and growth opportunities for local businesses. The CP-ESP should identify key objectives and targets in order to deliver the relevant local employment initiatives applicable at the time of submission and include, but not be limited to, an approach to achieving the following:</p> <ul style="list-style-type: none"> (a) Supporting local labour and apprenticeships; (b) Delivering employability programmes and training; (c) Delivering taster sessions, placements and work experience; (d) Assisting unemployed local residents into work; (e) Creating awareness of career pathways for people currently in education; (f) Promoting higher skilled career pathways to assist in local skills attainment; and (g) Working with the local supply chain to provide opportunities for local businesses. <p>The CPESP shall include arrangements for reviewing, monitoring and reporting against its identified key objectives and targets.</p> <p>The development shall thereafter adhere to the requirements of the latest approved CPESP at all times.</p>

	<p>For the purposes of this condition the term ‘local’ refers to residents and businesses in Dartford Borough DA1-DA4 postcodes and Gravesham Borough DA9 – DA12 postcodes.</p> <p>Reason - In order to contribute towards the delivery of skills training and the promotion of apprenticeships and work placements, in accordance with Dartford Local Plan Policy M19 and Gravesham Local Plan Core Strategy Policy CS07.</p>
52	<p>No development, including Advanced Infrastructure works pursuant to condition 17, shall take place on any particular Phase or Sub-Phase of development until a contaminated land assessment and, if necessary, an associated remedial strategy, together with a timetable of works for that particular Phase or Sub-Phase, has been submitted to and approved in writing by the Local Planning Authority. The assessment shall comprise the following components:</p> <ul style="list-style-type: none"> (a) A site investigation strategy based on the Land Contamination Desk Study – Preliminary Risk Assessment dated September 2022 (document reference 103780-PEL-ZZ-ZZ-RP-GG-00002-003), including relevant soil, soil gas, surface and groundwater sampling, to be carried out by a suitably qualified and accredited person in accordance with a Quality Assured sampling and analysis methodology; (b) The results of the site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors. (c) A proposed remediation strategy (if required), including details of any necessary long term monitoring and maintenance, to render harmless any identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters. (d) A verification plan (if required) providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p>The development within the Phase or Sub-Phase shall be carried out in accordance with the approved details applicable to that Phase or Sub-Phase.</p> <p>Reason - To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of ground or water pollution, in accordance with paragraph 180 of the National Planning Policy Framework, Dartford Local Plan Policy M2 and Gravesham Local Plan Core Strategy Policy CS19.</p>
53	<p>No development, including Advanced Infrastructure works pursuant to condition 17, shall take place on any particular Phase or Sub-Phase of development until details of the measures which will be undertaken to protect/divert any known existing drainage infrastructure within that Phase or Sub-Phase of the development have been submitted to and approved in writing by the Local Planning Authority. The development within the Phase or Sub-Phase shall be carried out in accordance with the approved measures applicable to that Phase or Sub-Phase.</p>

	<p>Reason - In order to protect drainage apparatus in the interests of public health and to ensure compliance with the NPPF.</p>
54	<p>No development, except Advanced Infrastructure works pursuant to condition 17, shall take place in EC1 or EC2 until a Meanwhile Uses Strategy relating to land within EC1 or EC2 has been submitted to and approved, in writing, by the Local Planning Authority. The Strategy should:</p> <ul style="list-style-type: none"> (a) Establish broad principles for incorporating meanwhile uses; (b) Identify approaches to understanding demand for meanwhile uses; (c) Identify opportunities for different types and categories of meanwhile uses appropriate to the location, size and nature of the development; and (d) Include a mechanism and timeframes for reviewing the Strategy. <p>Development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p> <p>Reason – In order to consider opportunities to enhance the character and vitality of the area during the construction phase of development, in accordance with Dartford Local Plan Policies E2, E4 and M1 and Gravesham Local Plan Core Strategy Policies CS06 and CS19.</p>
55	<p>No development comprising Sensitive Uses shall take place on any particular Phase or Sub-Phase of development on the land identified in Figure I.10.3 Rev.A of the Environmental Statement (reference ECE-STA-XX-XX-RP-A-07-001) dated March 2024 as having an odour contour exceeding 1.5 OUE/m³ unless it is demonstrated to the satisfaction of the Local Planning Authority (such confirmation to be provided in writing) that no significant adverse odour impacts from the existing Northfleet Wastewater Treatment Works will arise or that appropriate mitigation measures have been secured and will be implemented for the duration of any such impacts. In the event that mitigation measures are required, such measures shall be approved in writing by the Local Planning Authority, be fully implemented prior to first occupation of the floorspace to which it relates and thereafter be managed and maintained in accordance with the approved details at all times.</p> <p>For the purposes of this condition and unless otherwise agreed in writing by the Local Planning Authority pursuant to a Reserved Matters Application for any particular Phase or Sub-Phase, Sensitive Uses are defined as follows:</p> <ul style="list-style-type: none"> (i) Residential (Use Classes C2 or C3) or education uses (Use Class F1) in an area with odour concentrations exceeding 1.5 OUE/m³. (ii) Commercial, business and services (Use Class E) and local community use (Use Class F2) in an area with odour concentrations exceeding 3 OUE/m³.

	<p>Reason - To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excessive odour from nearby sources, in accordance with Dartford Local Plan Policies M1 and M2 and Gravesham Local Plan Core Strategy Policy CS19.</p>
56	<p>No development, except Advanced Infrastructure works pursuant to condition 17, shall take place on any particular Phase or Sub-Phase of development until details of the proposed means of foul water disposal for that Phase or Sub-Phase, and a timetable for implementation for the relevant phase or sub-phase, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details before first occupation of the Phase or Sub-Phase of development to which it relates.</p> <p>Reason - To ensure the site can be properly drained without risk of flooding/pollution to the local aquatic environment, public health and public amenity, in accordance with paragraph 180 of the National Planning Policy Framework, Dartford Local Plan Policy M2 and Gravesham Local Plan Core Strategy Policy CS19.</p>
57	<p>No development shall take place on existing station car parks until temporary or permanent replacement station car parking, including disabled car parking, has been provided and made available for public use in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority through determination of any applicable Reserved Matters Applications to be submitted pursuant to conditions 1 or 17, the temporary or permanent replacement station parking shall comprise an equivalent quantum as existing. In the event of temporary provision, the temporary replacement station car parking shall remain available for use until such time as permanent provision has been provided on site and is available for public use.</p> <p>Reason – In order to avoid adverse impact on the viability and operation of Ebbsfleet International Railway Station, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
58	<p>No development shall take place on the existing station pick up, drop off and taxi facilities until temporary or permanent replacement station pick up, drop off and taxi facilities have been provided and made available for public use in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority through determination of any applicable Reserved Matters Applications to be submitted pursuant to conditions 1 or 17, the temporary or permanent replacement station pick up, drop off and taxi facilities shall comprise an equivalent quantum as existing. In the event of temporary provision, the temporary replacement station pick up, drop off and taxi facilities shall remain available for use until such time as permanent provision has been provided on site and is available for public use.</p> <p>Reason – In order to avoid adverse impact on the viability and operation of Ebbsfleet International Railway Station, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>

Prior to First Use or Occupation	
59	<p>No residential (Use Class C3) floorspace within any Phase or Sub-Phase of development shall be occupied until a Swanscombe Peninsula SSSI Recreation Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall identify any measures and initiatives to be implemented to prevent or minimise unauthorised access to the Swanscombe Peninsula SSSI. The Strategy shall establish responsibilities and timeframes for implementing the measures and initiatives and shall include a mechanism for monitoring and review. The development shall thereafter comply with the latest approved Strategy.</p> <p>Reason – In order to mitigate any adverse impacts on the Swanscombe Peninsula SSSI as a result of the increase in pressure for recreational use of that adjacent land resulting from the development, in accordance with Dartford Local Plan Policy M15 and Gravesham Local Plan Core Strategy Policy CS12.</p>
60	<p>No Phase or Sub-Phase of development shall be occupied until a Landscape and Ecological Management Plan (LEMP), relating to that particular Phase or Sub-Phase of development has been submitted to, and approved in writing, by the Local Planning Authority. The LEMP shall establish details in broad accordance with the management and maintenance principles in the approved Landscape, Open Space and Play Strategy and shall include all hard and soft landscaping, open space and play areas, to include the Existing Ecological Corridor as identified on the Landscape and Public Realm Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-019 Rev.01), as applicable within that Phase or Sub-Phase of development. The LEMP shall include detailed management prescriptions to demonstrate how the management and maintenance will maintain and maximise net gains for biodiversity, in accordance with the approved landscaping scheme for each Phase or Sub-Phase.</p> <p>Any LEMP including land within the Existing Ecological Corridor, as indicated on the Landscape and Public Realm Parameter Plan (Drawing No. ECE-WAM-XX-XX-DR-A-07-019 Rev.01), shall include details specific to the management and maintenance of the water environment to include flood risk management, ecological monitoring and water quality monitoring.</p> <p>The management and maintenance of the development within the Phase or Sub-Phase to which it relates shall thereafter be undertaken in accordance with the applicable approved LEMP.</p> <p>Reason - In order to ensure effective long term arrangements are in place to manage and maintain the landscapes, open spaces and play areas, to deliver ecological and biodiversity mitigation and enhancement and reduce risk of flooding, in accordance with Dartford Local Plan Policies M4, M13 and M14 and Gravesham Local Plan Core Strategy Policies CS12, CS18 and CS19.</p>
61	<p>No Phase or Sub-Phase of development shall be occupied until a contaminated land verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation relating to that particular Phase or</p>

	<p>Sub-Phase of development has been submitted to, and approved in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan pursuant to condition 52 to demonstrate that the site remediation criteria have been met.</p> <p>Reason - To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete, in accordance with paragraph 180 of the National Planning Policy Framework, Dartford Local Plan Policy M2 and Gravesham Local Plan Core Strategy Policy CS19.</p>
62	<p>No floorspace within the development shall be occupied until a Transport and Parking Strategy, updating the Transport and Parking Strategy (reference 103780-PEF-XX-XX-RP-TR-000008) dated March 2024 submitted with the outline planning application, has been submitted to and approved in writing by the Local Planning Authority. The updated document shall ensure consistency with the requirements of this decision and, as a minimum, include the following:</p> <ul style="list-style-type: none"> (a) A commitment to the provision and permanent retention of a Fastrack bus route through the site between Southfleet Road and Thames Way, to be available for use prior to first occupation of the site; (b) Parking provision for each land use, including number and location of standard bays, visitor bays, disabled bays, motorcycle bays, car club bays and service & delivery bays; (c) Number, location and type of electric vehicle charging facilities; (d) Details of parking restrictions to be implemented including anticipated Traffic Regulation Orders; (e) Details of parking management and enforcement; (f) Details of any barrier controls; (g) Details of any permit and/or allocated parking system to be implemented including any lease restrictions for parking spaces within any multi-storey car park; and (h) A mechanism for review of the Strategy. <p>The development within any Phase or Sub-Phase shall thereafter be implemented and operated in broad accordance with the latest approved Strategy.</p> <p>Reason – In the interests of operation of the highway network and to ensure promotion of sustainable travel and connectivity with the surrounding area, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
63	<p>No floorspace within the development shall be occupied until a Site Wide Travel Plan, in accordance with the Framework Travel Plan (reference 103780-PEF-XX-XX-RP-TR-000007) dated March 2024, has been submitted to and approved in writing by the Local</p>

	<p>Planning Authority. The Site Wide Travel Plan should contain, as a minimum, site wide vehicle targets, a monitoring strategy, an action plan to be implemented to meet the targets, remedial measures to be implemented should the targets not be met, details of a transport fund to fund the remedial measures, and details of the Transport Review Group. Unless otherwise agreed by the Local Planning Authority, vehicle targets should be based on the predicted traffic generation of the site as set out in the Transport Assessment Addendum (dated September 2023 document reference 103780-PEF-XX-XX-RP-TR-000014 Rev. P02). The development within any Phase or Sub-Phase shall thereafter comply with the latest approved Site Wide Travel Plan insofar as it relates to that Phase or Sub-Phase.</p> <p>Reason - In accordance with sustainable planning and transport principles, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
64	<p>No individual unit of non-residential floorspace exceeding 1,000sqm (NIA) in floor area shall be occupied until an Occupier Travel Plan for the use to which that floorspace relates, in accordance with the Site Wide Travel Plan approved pursuant to condition 63, has been submitted to and approved in writing by the Local Planning Authority. The Occupier Travel Plan shall identify incentives and initiatives to encourage people to travel by non-car means and, where appropriate and unless otherwise agreed by the Local Planning Authority, include provision of showers, lockers and changing facilities. The Occupier Travel Plan shall include arrangements for review, monitoring and reporting. The floorspace shall thereafter be occupied in accordance with the measures in the latest approved Occupier Travel Plan.</p> <p>Reason - In accordance with sustainable planning and transport principles, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
65	<p>No floorspace within any Phase or Sub-Phase of development shall be occupied or brought into use until the following have been submitted to and approved in writing by the Local Planning Authority for the Phase or Sub-Phase to which it relates:</p> <ul style="list-style-type: none"> (a) A Surface Water Verification Report, prepared by a suitably competent person, to demonstrate that the drainage system constructed is consistent with that which was approved and to contain information and evidence (including photographs) of details and locations of inlets, outlets and control structures; landscape plans, full as built drawings and information pertinent to the installation of those items identified on the critical drainage assets drawing; and (b) A Surface Water Operation and Maintenance Manual for the sustainable drainage scheme as constructed, to include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. <p>The development shall thereafter be managed and maintained in accordance with the approved details at all times.</p>

	<p>Reason – In order to ensure that flood risk from development to the future users of the land and neighbouring land is minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with approved details and thereafter properly maintained, in accordance with Dartford Local Plan Policies M4, M13 and M14 and Gravesham Local Plan Core Strategy Policies CS12 and CS18.</p>
66	<p>No individual unit of non-residential floorspace exceeding 1,000sqm (NIA) in floor area shall be occupied until an Operational Phase Employment and Skills Plan (OP-ESP) for the use to which that floorspace relates has been submitted to and approved in writing by the Local Planning Authority. The OP-ESP shall detail how the applicant will maximise the benefits of the development for local residents and should include employment and training opportunities for local residents and growth opportunities for local businesses. The OP-ESP should identify key objectives and targets in order to deliver the relevant local employment initiatives applicable at the time of submission and include, but not be limited to, an approach to achieving the following:</p> <ul style="list-style-type: none"> (a) Supporting local apprenticeships; (b) Delivering employability programmes and training; (c) Delivering taster sessions, placements and work experience; (d) Assisting unemployed local residents into work; (e) Creating awareness of career pathways with secondary education aged young people; (f) Promoting higher skilled career pathways to assist in local skills attainment; and (g) Working with the local supply chain to provide growth opportunities for local businesses. <p>The OP-ESP shall include arrangements for reviewing, monitoring and reporting against its identified key objectives and targets.</p> <p>The development shall thereafter adhere to the requirements of the latest approved OPESP.</p> <p>For the purposes of this condition the term ‘local’ refers to residents and businesses in Dartford Borough DA1-DA4 postcodes and Gravesham Borough DA9 – DA12 postcodes.</p> <p>Reason - In order to contribute towards the delivery of skills training and the promotion of apprenticeships and work placements, in accordance with Dartford Local Plan Policy M19 and Gravesham Local Plan Core Strategy Policy CS07.</p>
67	<p>No public community infrastructure or facility shall be brought into use or occupied until a detailed Management Plan for that particular infrastructure or facility in accordance with the applicable detailed Management Scheme to be approved pursuant to the applicable Reserved Matters Application has been submitted to and approved in writing by the Local Planning Authority. The details shall include, but not be limited to, the following, where applicable:</p> <ul style="list-style-type: none"> (a) Community use, access and arrangements;

	<p>(b) Management and maintenance arrangements; (c) Hours of operation; (d) Detailed management and operating costs and how these will be financed, including details of user charges; (e) Complaints procedure; and (f) Monitoring and review mechanism.</p> <p>The public community infrastructure or facility shall thereafter be managed and operated in accordance with the approved Management Plan.</p> <p>Reason – To ensure the holistic and proactive management and maintenance of the infrastructure and to ensure its efficient and viable operation, in accordance with adopted Dartford Local Plan Policies E2, E4, M13 and M17 and Gravesham Local Plan Core Strategy Policies CS06, CS10 and CS13.</p>
68	<p>No floorspace within any Phase or Sub-Phase of development shall be occupied until a Waste Management Plan (WMP) covering that Phase or Sub-Phase of development has been submitted to and approved in writing by the Local Planning Authority. The WMP shall accord with the site-wide Operational Waste Management Strategy to be approved pursuant to condition 13 and include details of arrangements for deliveries and servicing, including domestic and commercial waste storage, recycling and collection. The development within the applicable Phase or Sub-Phase shall thereafter be carried out in accordance with the approved details.</p> <p>Reason - To ensure adequate and efficient arrangements for the storage and collection of waste generated by the development once operational in the interests of amenity and highway safety, in accordance with adopted Dartford Local Plan Policies M2 and M15 and M17 and Gravesham Local Plan Core Strategy Policies CS11 and CS19.</p>
69	<p>No floorspace within any Phase or Sub-Phase of development requiring detailed floodplain compensation storage pursuant to condition 23 shall be occupied until the following details have been submitted to and approved in writing by the Local Planning Authority:</p> <p>(a) A validation report including photographs and post development as constructed drawings including contour lines; and (b) A long-term maintenance plan.</p> <p>The detailed floodplain compensation storage shall thereafter be maintained in accordance with the approved maintenance plan.</p> <p>Reason - To ensure that an acceptable form of flood plain compensation is provided for any built development in the 1 in 100 plus climate change extent and to ensure flood risk on site or elsewhere is not increased, in accordance with paragraphs 165 and 170 of the National Planning Policy Framework, Dartford Local Plan Policy M4 and Gravesham Local Plan Core Strategy Policy CS18.</p>

70	<p>No floorspace within EC2, save for any floorspace comprising the temporary or permanent replacement of existing station parking, shall be occupied until a mobility hub has been provided in accordance with details first approved pursuant to the applicable Reserved Matters Application made pursuant to condition 1, as a minimum to contain an electric bicycle hub with plug in charge point, docking station and bicycles, bicycle stands and lockers, bicycle repair stand, bicycle pump and an information terminal.</p> <p>Reason – In order to promote sustainable and active travel, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
71	<p>The development shall provide a minimum of 4no. car club parking spaces, comprising at least 2no. in EC1 and 2no. in EC2. The broad location of the spaces shall be identified in the applicable Area Master Plan to be approved pursuant to condition 18. At least 2no. car club parking spaces shall be provided and be available for use prior to first occupation of any floorspace hereby approved. The remaining car club parking spaces, in the broad locations identified in the applicable Area Master Plan, shall thereafter be provided and be available for use upon first occupation of any floorspace within the Phase or Sub-Phase of development in which they are located.</p> <p>Reason – In order to promote sustainable travel, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
Compliance Conditions	
72	<p>Development within EC1 and EC2 shall be carried out in accordance with the following:</p> <ul style="list-style-type: none"> • Finished floor levels for “more vulnerable” development as defined in Annex 3 of the NPPF (2023), or any subsequent variation, shall be set no lower than 600mm above the 1 in 200 year plus climate change tidal breach event. • Finished floor levels for “less vulnerable development” as defined in Annex 3 of the NPPF (2023), or any subsequent variation, shall be set no lower than 600mm above the 1 in 200 year plus climate change tidal breach event. <p>Reason - To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided, in accordance with paragraphs 165 and 170 of the National Planning Policy Framework, Dartford Local Plan Policy M4 and Gravesham Local Plan Core Strategy Policy CS18.</p>
73	<p>All residential dwellings shall be designed and constructed as accessible/adaptable housing in accordance with M4(2) Category 2 of Part M of the Building Regulations, save for 5% of all residential dwellings that shall be designed and constructed as wheelchair user accessible/adaptable housing in accordance with M4(3) Category 3 of Part M of the Building Regulations 2010 (as amended), unless otherwise agreed by the Local Planning Authority through an application submitted pursuant to condition 1 of this decision where it is comprehensively justified that site specific circumstances prevent full compliance with this requirement.</p>

	<p>Reason - To ensure adequate housing is provided for all users in accordance with inclusive design standards in accordance with Dartford Local Plan Policy M8 and Gravesham Local Plan Core Strategy Policy CS19.</p>
74	<p>All residential dwellings shall be designed to achieve water efficiency of 110 litres per person per day in accordance with the optional requirement of Part G of Schedule 1 to the Building Regulations 2010 (as amended). The water efficiency measures to achieve this shall be implemented in full prior to first occupation of the dwelling to which they relate.</p> <p>Reason - To incorporate water efficiency measures to support the sustainable surface water drainage system, in accordance with Dartford Local Plan Policy M3 and Gravesham Local Plan Core Strategy Policy CS18.</p>
75	<p>All buildings hereby approved shall be provided with 'fibre to the premises' (FTTP) broadband connections providing access to services from a range of providers prior to first occupation, unless an alternative is agreed in writing by the Local Planning Authority.</p> <p>Reason - To provide high quality digital infrastructure in new developments as required by paragraph 118 of the National Planning Policy Framework.</p>
76	<p>The soft landscaping approved pursuant to conditions 1 or 17 shall be implemented during the first planting season following first occupation of the Phase or Sub-Phase of development to which it relates, or in accordance with a timescale to be first agreed in writing by the Local Planning Authority, and shall thereafter be maintained for a period of not less than five years in accordance with an aftercare plan first agreed in writing by the Local Planning Authority. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced with a similar species within the next planting season.</p> <p>Reason - In order to ensure that the landscaping is maintained in the long term in the interests of the visual amenity of the development, in accordance with Dartford Local Plan Polies M13 and M14 and Gravesham Local Core Strategy Policies CS12 and CS19.</p>
77	<p>Visibility splays shown on the approved Highway Plans in condition 4 shall be kept clear of obstructions over 600mm in height (measured from footway level) and maintained as such at all times.</p> <p>Reason - To ensure the development mitigates its impact on the highway and public transport networks as required in accordance with Dartford Local Plan Policy M15 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
78	<p>Any submission made pursuant to this decision that seeks removal or alteration of the existing ramp providing step free pedestrian access to and from the Ebbsfleet International Station underpass shall include details for provision of similar or alternative step free pedestrian access arrangements. Any alternative access arrangement shall thereafter be completed and available for public use in</p>

	<p>accordance with the approved details prior to the existing access ramp being closed to public use, unless an alternative timescale is agreed in writing by the Local Planning Authority.</p> <p>Reason – In order to retain appropriate disabled access to and from the station and station platforms, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
79	<p>All parking or garaging spaces as may be approved shall be laid out, surfaced and made available for use before the particular building/use to which it relates is first brought into use. Thereafter the said parking or garaging spaces shall only be used for the parking of motor cars or other vehicles relevant to the particular development and for no other purpose and no development whether or not permitted by 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 with or without modification, shall be carried out on the site in such a manner or in such a position as to preclude the use of or access to the reserved vehicle parking spaces.</p> <p>Reason – In order to ensure adequate parking provision to avoid adverse impacts on the safe and free flow of traffic and general amenity, in accordance with Dartford Local Plan Policies M16 and M16 and Gravesham Local Plan Core Strategy Policy CS11.</p>
80	<p>The rating noise level resulting from the operation of all fixed plant shall not exceed 5dBA below the existing typical representative background level at 1m from a residential facade. The noise measurements and assessments shall be made according to BS4142:2014+A1:2019.</p> <p>Reason – In order to safeguard the amenities of the occupants of the proposed development to provide attenuation against externally generated noise, in accordance with adopted Dartford Local Plan Policy M2 and Gravesham Local Plan Core Strategy Policy CS19.</p>
81	<p>If, during development, contamination not previously identified is found to be present on land within any Phase or Sub-Phase then no further development within that Phase or Sub-Phase, unless otherwise agreed in writing with the Local Planning Authority, shall be carried out until a remediation strategy and timetable detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall thereafter be implemented in accordance with the approved details and timetable.</p> <p>Reason - To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site, in accordance with Dartford Local Plan Policy M2 and Gravesham Local Plan Core Strategy Policy CS19.</p>
82	<p>In the event that any unrecorded drainage infrastructure is encountered during the construction works, the related works shall cease until such time that details of an investigation of the drainage infrastructure has been carried out to ascertain whether it requires</p>

	<p>protection or diversion, including details and timetable for any necessary measures, has been submitted to and approved, in writing, by the Local Planning Authority. If relevant, the development shall thereafter be carried out in accordance with the approved measures.</p> <p>Reason - In order to protect drainage apparatus in the interests of public health and to ensure compliance with the NPPF.</p>
83	<p>Piling or any other foundation designs using penetrative methods shall not be permitted other than in accordance with details to have first been submitted to and approved in writing by the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated by a piling risk assessment that there is no resultant unacceptable risk to (i) groundwater, (ii) subsurface water infrastructure or (iii) adjacent railway infrastructure within the Railway Infrastructure Safeguarding Area Plan as identified on the Railway Infrastructure Safeguarding Plan (Drawing No. ECE-EDC-XX-XX-DR-A-01). The development shall be carried out in accordance with the approved details.</p> <p>Reason - In order to ensure the development does not pose an unacceptable risk or harm to the water environment as the site overlies a principal aquifer used for public water supply, does not adversely impact underground infrastructure and does not adversely impact on the safety or operation of adjacent railway infrastructure, in accordance with Dartford Local Plan Policies M2 and M15 and Gravesham Local Plan Core Strategy Policy CS11 and CS19.</p>
84	<p>In the event that development should stall or cease for a period in excess of two years on any particular Phase or Sub-Phase of development following the date of commencement or re-commencement of development on that Phase or Sub-Phase, and unless otherwise agreed in writing by the Local Planning Authority, site restoration shall be carried out in accordance with a Site Restoration Scheme (to include a timescale for implementation) for that particular Phase or Sub-Phase which has first been submitted to and approved in writing by the Local Planning Authority. The Site Restoration Scheme shall identify measures to improve the amenity of the land and any unoccupied or partly constructed buildings or structures, including site hoardings, within or enclosing that Phase or Sub-Phase and shall include a timescale for implementation.</p> <p>Reason – In the interest of visual and environmental amenity, in accordance with Dartford Local Plan Policies M1 and M2 and Gravesham Local Plan Core Strategy Policy CS19.</p>
85	<p>Within 12 months of the completion of any required archaeological mitigation fieldwork on a particular Phase or Sub-Phase of development a Post-Excavation Assessment report relating to that Phase or Sub-Phase of development shall be submitted to and approved in writing by the Local Planning Authority. The Post-Excavation Assessment report shall be in accordance with Kent County Council's requirements and shall include:</p> <p>(a) A description and assessment of the results of all archaeological investigations that have been undertaken in that Phase or Sub-Phase of the development;</p>

	<p>(b) A description of the arrangements to analyse and publish the findings of the archaeological investigations, together with an implementation strategy and timetable for the same; and</p> <p>(c) A description of the arrangements for providing and maintaining an archaeological site archive and its deposition following completion of all archaeological works.</p> <p>The measures outlined in the approved Post-Excavation Assessment report shall, in respect of the Phase or Sub-Phase of development to which it relates, be implemented in full and in accordance with the approved timetable in (b).</p> <p>Reason - To ensure appropriate assessment of the archaeological investigations associated with the development and to record and advance understanding of the site's archaeological conditions and mitigation and to make this evidence (and any archive generated) publicly accessible, in accordance with NPPF paragraph 211, Dartford Local Plan Policy M6, Gravesham Local Plan Core Strategy Policy CS20 and Gravesham Local Plan saved Policy TC7.</p>
86	<p>A maximum of 9,000sqm (GIA) of primary healthcare floorspace (Use Class E(e)) shall be provided for use by General Practitioner(s), unless it can be demonstrated to the satisfaction of the Local Planning Authority that any additional primary healthcare floorspace would have no greater impact on the local highway network than that assessed in the Transport Assessment Addendum (Rev. P02 - report reference 103780-PEF-XX-XX-RP-TR-000014) dated September 2023.</p> <p>Reason – In order to avoid adverse impacts on the local highway network and to ensure the development is consistent with transport modelling that informed the Environmental Statement, in accordance with Dartford Local Plan Policy M15 and Gravesham Local Plan Core Strategy Policy CS11.</p>
87	<p>Notwithstanding the provisions of Classes B and C of Part 16 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any Order revoking or re-enacting that Order with or without modification, no aerials, antennae or related telecommunications equipment, as defined under Part 16 of The Town and Country Planning (General Permitted Development) (England) Order 2015, shall be erected or installed on any part of the development unless approved in writing by the Local Planning Authority.</p> <p>Reason - To ensure the visual impact of telecommunications equipment can be properly considered, in accordance with Dartford Local Plan Policy M1 and Gravesham Local Plan Core Strategy Policy CS19.</p>

INFORMATIVES:

1	<p>GLOSSARY</p> <p>For the purposes of the planning conditions on this decision, the following definitions apply:</p>
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	<ul style="list-style-type: none"> • Advanced Infrastructure - Advanced Infrastructure to be provided in accordance with condition 17 of this decision. • ADC - Area Design Code - A Design Code prepared for area EC1 or area EC2 as indicated on Drawing No. ECE-WAM-XX-XX-DR-A-07-022 (Illustrative Phasing Plan). • AMP - Area Master Plan - A Masterplan prepared for area EC1 or area EC2 as indicated on Drawing No. ECE-WAM-XX-XX-DR-A-07-022 (Illustrative Phasing Plan). • Dartford LP – Dartford Local Plan (adopted April 2024). • District Centre – Accessible larger clusters with a range of commercial and community uses, featuring public facilities which attract visitors, and often contain important provision of local food/convenience services. They should remain mostly in service, business and community use. • EC1 - The land falling within area EC1 of the outline planning permission as indicated on Drawing No. ECE-WAM-XX-XX-DR-A-07-022 (Illustrative Phasing Plan). • EC2 - The land falling within area EC2 of the outline planning permission as indicated on Drawing No. ECE-WAM-XX-XX-DR-A-07-022 (Illustrative Phasing Plan). • GIA – Gross Internal Area. • Gravesham LPCS – Gravesham Local Plan Core Strategy (adopted September 2014). • Local Centre – Smaller centres and as a whole are more diverse, but play an essential role in neighbourhoods across the Borough. Given their scale, they should retain at least two units of service, business and local essential community use. • NIA – Net Internal Area • NPPF – National Planning Policy Framework • Phase – Land within the boundary of either area EC1 or area EC2, the extent of which is as indicated on Drawing No. ECE-WAM-XX-XX-DR-A-07-022 (Illustrative Phasing Plan) • Reserved Matters Application (RMA) - The boundary of any Reserved Matters Application that has been submitted pursuant to this decision comprising land within either area EC1 or area EC2. • Site-wide - Refers to the land within the entirety of the outline planning permission red line boundary as relevant to any respective strategy. • Sub-Phase – Refers to a Reserved Matters Application area falling within part of either area EC1 or area EC2 • SSSI – Site of Special Scientific Interest • Urban Greening Factor - The Urban Greening Factor is a tool to improve the provision of green infrastructure particularly in urban areas.
2	<p>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:</p>

	<ul style="list-style-type: none"> • 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; and • The application was determined within the relevant timescales in accordance with an extension of time agreement.
3	<p>PRE-APPLICATION ENGAGEMENT AND FRONT-LOADING</p> <p>In accordance with paragraphs 39 to 46 of the National Planning Policy Framework, the Local Planning Authority would encourage the applicant or developer to enter into pre-applications discussions in advance of formally submitting documents or details pursuant to this outline planning permission. In addition, the applicant is encouraged to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications pursuant to this decision. The applicant and the Local Planning Authority should consider the potential for voluntary planning performance agreements, where this might achieve a faster and more effective application process.</p>
4	<p>CONSULTATION BY THE LOCAL PLANNING AUTHORITY</p> <p>In exercising its function of determining applications pursuant to this decision, the Local Planning Authority would formally consult with statutory and non-statutory consultees and other external organisations or bodies whose remit is applicable to the matter subject of any such application. This would specifically include formal consultation with those external organisations or bodies who requested the imposition of the planning condition to which the application to discharge the condition relates. Due to adjacency of the application site to the HS1 railway line, the Local Planning Authority would, as a minimum, formally consult HS1 Ltd (or successors in title) on any applicable proposals within the Railway Infrastructure Safeguarding Area, as identified on the Railway Infrastructure Safeguarding Plan (Drawing No. ECE-EDC-XX-XX-DR-A-01).</p>
5	<p>COMMUNITY INFRASTRUCTURE LEVY (CIL)</p> <p>Development within the Borough of Dartford is liable to for a Community Infrastructure Levy (CIL) payment. This payment is not applicable to those parts of the development that fall within the Borough of Gravesham.</p> <p>If planning permission is granted for the development which is the subject of this notice, liability for a Community Infrastructure Levy (CIL) payment is likely to arise. Persons with an interest in the land are advised to consult the CIL guide on Dartford Council's Website (http://tinyurl.com/DartfordCIL) for information on the charge and any exemptions or relief, and to submit the relevant forms (available from www.planningportal.gov.uk/cil) to Dartford Borough Council before commencement to avoid additional interest or surcharges. If liable, a CIL Liability Notice will be sent detailing the charges, which will be registered as a local land charge against the relevant land.</p> <p>If a claim is to be made for exemption or relief from the Community Infrastructure Levy the appropriate form should be submitted to Dartford Borough Council prior to commencement of development. The Borough Council will then notify the applicant the amount of</p>

	<p>exemption granted (where this is applicable). In order that the exemption can be agreed before commencement of development, the form should be submitted in plenty of time for the Borough Council to consider the claim prior to the intended commencement of development. Any claim for exemption will lapse once development has commenced. For further information on the types of development which can claim an exemption or relief and the forms to make the application please see: https://www.dartford.gov.uk/by-category/environment-and-planning2/new-planning-homepage/community-infrastructure-levy</p> <p>More detailed guidance can be found at: https://www.gov.uk/guidance/community-infrastructure-levy</p>
6	<p>FLOOD RISK ACTIVITY PERMIT The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:</p> <ul style="list-style-type: none"> • on or within 8 metres of a main river (16 metres if tidal) • on or within 8 metres of a flood defence structure or culvert (16 metres if tidal) • on or within 16 metres of a sea defence • involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert • in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission. <p>For further guidance please visit https://www.gov.uk/guidance/flood-risk-activities-environmental-permits or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity. Without further meeting the requirements detailed above, it is unlikely that a Flood Risk Activity Permit could be issued.</p>
7	<p>PILING – ENVIRONMENT AGENCY Piling can result in risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater. If piling is proposed, as required by this decision a Piling Risk Assessment must be submitted, written in accordance with EA guidance document "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention. National Groundwater & Contaminated Land Centre report NC/99/73".</p>
8	<p>HIGH SPEED 1 (HS1) The developer shall enter into discussions with HS1 and their engineer, Network Rail (High Speed), as soon as practicable to assist in identifying the likely effect of the development on HS1 or HS1 Property. This is because the nature of the proposed development is such that detailed discussion is required concerning the design, construction, future maintenance and demolition of the development</p>

	<p>to ensure that it does not compromise the integrity, safety, security, operation, maintenance and liabilities of HS1. Contact: HS1 Ltd, 5th Floor, Kings Place, 90 York Way, London, N1 9AG safeguarding@HS1.co.uk</p> <p>Protective Provisions Agreement (PPA) - The developer is expected to enter into a PPA with HS1. This is a legal agreement between HS1 and the developer covering safeguards, processes, responsibilities and cost recovery. This is required because the nature and scale of the proposed development is such that detailed discussions, agreements and indemnities are required in respect of the design, construction and future maintenance of the development in order to protect HS1.</p> <p>Costs incurred - The developer shall agree to pay the costs incurred by HS1 and Network Rail (High Speed) in reviewing and approving the development. This is because any costs to be incurred from a development reside with the developer.</p> <p>Noise - The developer is reminded of their obligation to ensure appropriate mitigations are adopted to protect the development from noise from HS1. The developer is responsible for ensuring that the development meets statutory requirements.</p> <p>Maintenance strip - The applicant is reminded that a 5m wide maintenance strip exists alongside the HS1 fence. No development or planting should take place within this strip. Access to this strip is required across the site. The maintenance strip has been specifically provided to allow for safe and adequate maintenance of HS1 and is allowed for in the sale/transfer of land agreement.</p>
9	<p>FIRE STATEMENT</p> <p>In accordance with section 9A of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and as as advised by the Health and Safety Executive and included as a national requirement in the EDC Validation Requirements for Planning Applications, any applications for approval of Reserved Matters to be submitted pursuant to this outline planning permission that comprises a “relevant building” must be accompanied by a Fire Statement. Fire statements must be submitted on a form published by the Secretary of State (or a form to similar effect). At the date of this decision “Relevant Buildings” are defined as buildings that contain the following:</p> <ul style="list-style-type: none"> • two or more dwellings or educational accommodation; and • meet the height condition of 18 metres or more in height, or 7 or more storeys. <p>“Dwellings” includes flats, and “educational accommodation” means residential accommodation for the use of students boarding at a boarding school or in later stages of education (for definitions see article 9A(9) of the Town and Country Planning Development Management (England) Procedure Order 2015 (as amended).</p>
10	<p>BUILDING REGULATIONS CONSENT</p> <p>The granting of planning permission is independent from the granting of Building Regulations consent (which may, or may not, be required). In the event of a change to the scheme granted planning permission being required to satisfy the Building Regulations,</p>

	<p>applicants are advised to seek advice from the Local Planning Authority as proceeding without the necessary permissions could nullify this permission.</p>
11	<p>KCC HIGHWAYS AND TRANSPORTATION</p> <p>It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway. Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.</p> <p>Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.</p> <p>Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.</p> <p>Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.</p> <p>Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.</p> <p>Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website.</p>
12	<p>THAMES WATER – WATER NETWORK UPGRADES</p> <p>Occupation of the development shall be phased and implemented to align with the delivery by Thames Water (or other applicable statutory undertaker) of any necessary water network upgrades required to accommodate the additional demand to serve the</p>

	development. This is because the development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.
13	<p>THAMES WATER - ASSETS</p> <p>Water Assets - The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water - email: developer.services@thameswater.co.uk</p>
14	<p>SOUTHERN WATER – PROTECTION OF DRAINAGE INFRASTRUCTURE</p> <p>In order to protect existing drainage infrastructure, the following comments are provided for consideration by the applicant in designing the detailed scheme:</p> <ul style="list-style-type: none"> • The 1500 mm diameter treated effluent sewer requires a clearance of 5 metres on either side of the gravity sewer to protect it from construction works and to allow for future maintenance access. No development or tree planting should be carried out within 5 metres of the external edge of the public gravity sewer without consent from Southern Water. • The 355 mm and 400 mm public foul rising mains requires a clearance of 3 metres on either side of the public foul rising main to protect it from construction works and to allow for future maintenance access. No development or tree planting should be carried out within 3 metres of the external edge of the public gravity sewer without consent from Southern Water. • No soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of public or adoptable gravity sewers, rising mains, treated effluent sewer or water mains. • All existing infrastructure should be protected during the course of construction works • Any public sewer diversion proposals shall be approved by Southern Water under Section 185 of the Water Industry Act. An application should be made using Southern Water's Get Connected Service at developerservices.southernwater.co.uk • Any works within highway/ access road will need to be agreed and approved by Southern Water under NRSWA enquiry. <p>The applicant is advised that a wastewater grease trap should be provided on the kitchen waste pipe or drain installed and maintained by the owner or operator of the premises. It should be noted that under the Water Industry Act 1991 it is an offence to throw, empty, turn or permit to be thrown or emptied or to pass into any drain or sewer connecting with a public sewer any matter likely to injure the sewer or drain or to interfere with the free flow of its contents.</p>
15	SEWERAGE AND TREATMENT

	<p>In addition to Southern Water, a portion of the proposed development with regard to sewerage and sewage treatment, this comes within the area covered by ICOSA WATER SERVICES LIMITED (IWSL). For your information, the address to write to is Kingfisher Suite Wheelhouse, Bonds Mill Estate, Stonehouse, Gloucestershire, England, GL10 3RF. They can be contacted on 0330 320 0762 or via the following link: https://www.icosawater.co.uk/</p>
16	<p>UK POWER NETWORKS</p> <ol style="list-style-type: none"> 1. The distance between buildings and substations should be greater than seven metres or as far as is practically possible. 2. Care should be taken to ensure that footings of new buildings are kept separated from substation structures. 3. Buildings should be designed so that rooms of high occupancy, i.e. bedrooms and living rooms, do not overlook or have windows opening out over a substation. 4. If noise attenuation methods are found to be necessary UKPN would expect to recover their costs from the developer. 5. UK Power Networks require 24 hour vehicular access to their substations. Consideration for this should be taken during the design stage of the development. 6. The development may have a detrimental impact on our rights of access to and from the substation. If in doubt please seek advice from our Operational Property and Consents team at Barton Road, Bury St Edmunds, Suffolk, IP32 7BG. 7. No building materials should be left in a position where they might compromise the security of the substation or could be used as climbing aids to get over the substation surround. 8. There are underground cables on the site associated with the substation and these run in close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA. 9. All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices. <p>UKPN advise that any proposed works within 6 metres of their substation are notifiable under the Party Wall etc. Act 1996 and the applicant should provide details of the proposed works and liaise with UKPN to ensure that appropriate protective measures and mitigation solutions are agreed in accordance with the Act. The applicant would need to be responsible for any costs associated with any appropriate measures required.</p> <p>Should any diversion works be necessary as a result of the development then enquiries should be made to UKPN's Customer Connections department.</p>