

Reference: EDC/24/0030

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

Proposal: Reserved Matters application (details relating to access, appearance, landscaping, layout and scale pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for the erection of 56 dwellings and associated parking, open space and infrastructure

Applicant: Bellway Homes Limited (Kent)

Parish / Ward: Ebbsfleet Ward

SUMMARY:

This application seeks approval of reserved matters in relation to access, appearance, scale, layout and landscaping for the erection of 56 residential dwellings in Alkerden Village, the central village of Eastern Quarry development site (referred to as EQ herin).

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

The proposed residential development results in a high-quality residential scheme, which accords with the Area Masterplan and the Design Code for Alkerden. This is reflected in the Building for Healthy Life Assessment, against which the proposed development achieves a score of 10 greens and 2 ambers. The proposal is considered to make effective use of a tightly constrained, narrow and linear shaped site to provide an attractive high-density scheme of 1- and 2-bed apartments and coach houses/FOGs, and 3- and 4-bed family sized dwelling houses which are 100% compliant with the Nationally Described Space Standards.

The Section 106 agreement for the wider EQ site defines a Residential Area as “that part of any Residential Parcel within the Eastern Quarry Land comprised within a Reserved Matters Approval for Dwellings within the Eastern Quarry Land and unless otherwise approved by EDC comprising no less than 100 Dwellings and no more than 400 Dwellings”. As such, this development does not trigger the requirement for any affordable housing provision as it comprises of less than 100 dwellings.

The site is well orientated, providing two active frontages with its primary southern frontage facing the Fastrack corridor and secondary frontage onto Portbridge Gardens to the north. Given the site’s highly sustainable location and primary frontage onto Fastrack, the scheme prioritises access to public transport, as well as key walking and cycling routes.

The proposed development includes adequate parking facilities to serve the development, with a parking space provided for each house and FOG and a reduced number (0.6 per unit) provided for apartments, together with visitor parking, which aligns with EDC’s Sustainable Transport Strategy. Each unit is to be provided with secure, covered cycle parking at a ratio for 1 space per bedroom. Almost half the parking is situated within an

undercroft parking area, out of view from primary frontages, and EV charging will be provided.

The proposed landscaping strategy makes the most effective use of the constrained site. Private landscaped front and rear gardens are provided for each of the houses. Internally, a mews style road has been designed concealing parking under the 'Flats above Garages' Coach House units. Within this area of the site, strategic and careful hard and soft landscaping scheme has been incorporated ensuring a mixed-use space can be provided behind the houses and the flats. Parking has also been incorporated into pergola structures fronting onto Portbridge Gardens. The proposed development provides an adequate degree of soft landscaping to help provide green infrastructure.

Regarding sustainability and biodiversity, the application is compliant with the EQ strategy documents secured under the outline consent. The application states that each house would be provided with an Air Source Heat Pump and measures to support biodiversity will be provided.

The applicant has worked collaboratively with EDC to bring forward a revised scheme which is carefully considered, complying with national and local planning policy requirements, as well as EDC's Implementation Framework and Strategy Documents. It will contribute to ongoing development of Eastern Quarry and the wider Ebbsfleet area. As such, the proposed development has been recommended for approval.

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

Conditions

Time limit

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

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

Approved Plans and Documents

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

SITE LAYOUT

Site Location Plan

AP3-BPTW-S01-ZZ-DR-A-0101-C02-A3 Site Location Plan

Proposed Masterplans

AP3-BPTW-S01-00-DR-A-0110-C03-A3 Proposed Site Layout - Ground (Expected Masterplan)

AP3-BPTW-S01-01-DR-A-0111-C03-A3 Proposed Sitewide Layout - Roof (Expected Masterplan)

Proposed Site Layout Plans

AP3-BPTW-S01-00-DR-A-0120-C03-A3 Proposed Sitewide Layout – Ground

AP3-BPTW-S01-01-DR-A-0121-C03-A3 Proposed Sitewide Layout – First

AP3-BPTW-S01-02-DR-A-0122-C03-A3 Proposed Sitewide Layout – Second

AP3-BPTW-S01-03-DR-A-0123-C03-A3 Proposed Sitewide Layout – Third

AP3-BPTW-S01-04-DR-A-0124-C03-A3 Proposed Sitewide Layout – Roof
Proposed Unit Mix Plans
AP3-BPTW-S01-00-DR-A-0130-C03-A3 Proposed Sitewide Unit Mix Plan – Ground
AP3-BPTW-S01-01-DR-A-0131-C03-A3 Proposed Sitewide Unit Mix Plan – First
AP3-BPTW-S01-02-DR-A-0132-C03-A3 Proposed Sitewide Unit Mix Plan – Second
AP3-BPTW-S01-03-DR-A-0133-C03-A3 Proposed Sitewide Unit Mix Plan – Third

FLOOR PLANS

Fastrack Apartments

AP3-BPTW-B01-00-DR-A-1001-C03-A3 Block 1 Ground Floor Plan
AP3-BPTW-B01-01-DR-A-1002-C03-A3 Block 1 Typical Floor Plan
AP3-BPTW-B01-04-DR-A-1003-C02-A3 Block 1 Roof Floor Plan
AP3-BPTW-B02-00-DR-A-1004-C03-A3 Block 2 Ground Floor Plan
AP3-BPTW-B02-01-DR-A-1005-C03-A3 Block 2 Typical Floor Plan
AP3-BPTW-B02-04-DR-A-1006-C02-A3 Block 2 Roof Floor Plan

Coach Houses

AP3-BPTW-B03-01-DR-A-1007-C02-A3 1 Bed Coach House Floor Plan
AP3-BPTW-B03-02-DR-A-1008-C02-A3 1 Bed Coach House Roof Floor Plan
AP3-BPTW-B05-01-DR-A-1009-C02-A3 2 Bed Coach House Floor Plan
AP3-BPTW-B05-02-DR-A-1010-C02-A3 2 Bed Coach House Roof Floor Plan

Terraces

AP3-BPTW-T01-ZZ-DR-A-1050-C02-A3 Terrace 1,3 & 5 Plans and Elevations
AP3-BPTW-T02-ZZ-DR-A-1051-C02-A3 Terrace 2 & 4 Plans and Elevations

ELEVATIONS

Flat Blocks

AP3-BPTW-B01-ZZ-DR-A-2001-C03-A3 Block 1 - Elevations
AP3-BPTW-B02-ZZ-DR-A-2002-C03-A3 Block 2 - Elevations

Coach Houses

AP3-BPTW-B03-ZZ-DR-A-2003-C03-A3 1 Bed Coach House - Elevations
AP3-BPTW-B05-ZZ-DR-A-2004-C03-A3 2 Bed Coach House - Elevations

Street Elevation 1, 2 and 3 - AP3-BPTW-ZZ-ZZ-DR-A-2005-C03-A3 Street Elevation 1, 2 and 3

SECTIONS

AP3-BPTW-S01-ZZ-DR-A-2201-C02-A3 - Site Sections
AP3-BPTW-B01-ZZ-DR-A-2202-C03-A3 Block 1 Sections
AP3-BPTW-B02-ZZ-DR-A-2203-C03-A3 Block 2 Sections

STRATEGIES/REPORTS

AP3-BPTW-S01-ZZ-DR-A-5401-C03-A3 Site Layout - Parking Strategy
AP3-BPTW-S01-ZZ-DR-A-5501-C03-A3 Site Layout - Refuse Strategy
Noise Impact Assessment prepared by Mayer Brown dated March 2024

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

Pre-Commencement

3. **Ecological Mitigation** - No development (including site clearance) shall take place until a full current photographic survey of the site has been submitted to and approved in writing by the Local Planning Authority, which identifies the extent to which the site has been recolonised with ephemeral/short perennial vegetation and ecological habitat for species including reptiles and *Skylark Alauda arvensis*. The

survey shall be accompanied with a proposed mitigation strategy and the development will be carried out in accordance with the approved details.

Reason: In the interests of biodiversity, nature conservation and enhancement, in accordance with Policy M14 of the Dartford Local Plan 2024

Prior to the installation of underground services

4. **Services and Trees** – Notwithstanding the details shown on the approved plans, no installation of underground services shall be carried out until a detailed plan of underground services showing the relationship with trees within streets and open spaces, together with details of the final layout and spacing of trees in relation to street lighting, have been submitted to and approved in writing by the Local Planning Authority.

The submitted details shall demonstrate that no conflicts will arise between underground utilities and tree roots. Details and locations of root barriers and all below ground root cells shall be submitted clearly demonstrating that trees and cells have access to sufficient soil volumes and that trees have sufficient room to establish. Details of permeable paving surrounding the planters and the tree planting or details showing positive drainage into the root cells shall also be provided.

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

Prior to the installation of hard landscaping, photographic evidence of below ground tree root cells being implemented shall be provided to ensure that the local planning authority are satisfied with the installation of the tree root cells.

Reason: To ensure a satisfactory landscape quality and appearance within the development and to ensure that underground servicing will not result in conflict with landscaping design and trees will establish with sufficient access to water and oxygen to flourish in the interests of neighbouring amenity, in accordance with Local Plan Policy M1 and M14 of the Dartford Local Plan 2024.

Informative: This condition should be read in conjunction with condition 8 below regarding soft landscaping.

Prior to development above foundation level

5. **External Materials and Details** - Notwithstanding the details submitted with the application, no development above foundation level shall take place until full details (drawings at 1:20 scale) and samples of the materials to be used for the following elements have been submitted to and approved in writing by the Local Planning Authority:

- a. Unless otherwise agreed in writing, external brickwork to all buildings as follows:
- Apartment blocks at the western and eastern end of the Site (Blocks 1 & 2) and bricks for terrace block three should be Tobermore Slate Kingston (or an equivalent black/blue multi);
 - Terrace houses rows two and four and coach houses should be Marshalls Etton White creased (or an equivalent buff/white multi stock that includes light greys and white tones);

- Terrace houses rows one and five and coach houses should be red/blue multi stock brick (Escher or Equivalent)
- b. Other external surfaces of all apartment blocks and houses and associated storage structures including:
 - roof tiles;
 - mortar colour;
 - feature bricks/materials;
 - fenestration;
 - cills;
 - external entrance and balcony doors;
 - panel next to communal entrance doors;
 - louvred doors;
 - porch canopies (including method of affixing to the building);
 - upper floor window surrounds;
 - screens at ground floor level.
 - c. Details of the following feature brick elements including mortar joint profiles, a sample panel for each will be prepared on site for inspection:
 - Soldier Course detailing;
 - Projecting brick work and pattern of projecting brick work on all gable features of the buildings which should demonstrate a minimum depth of 25mm;
 - Details of Brick Quoin detailing surrounding the windows at a depth of 15mm;
 - Details of the recessed brick details including on plinths of the houses.
 - d. Elevational location and details of all items which are fixed to the façades including, air vents, ventilation grills, flues and/or louvres extraction systems (e.g. ASHP), rainwater pipes, lighting, dry-riser inlet box, apartment signage, electricity meter cupboards, alarms including any provision for cable runs boxes.
 - e. Hard surfacing materials to be used in the external finishes of all roads, footpaths, courtyards, parking areas, terrace areas for ground floor apartments together with specification of edging and kerbs;
 - f. External flues;
 - g. External rainwater goods;
 - h. External lighting (in relation to design/appearance);
 - i. Details of how parking will be demarcated in parking areas and on-street.
 - j. All entrance canopies and entrance porches including fixing and soffit details.
 - k. Details of the materials/finish to the internal surface of the car ports under the coach houses (to be in a light colour).

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

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, In accordance the Policy M1 of the Dartford Local Plan 202

6. **Balcony Design Details** - Notwithstanding the details submitted with the application, no development above foundation level shall take place until full details of balcony design, laser cut balustrade treatment and design (which should be bespoke and informed by the locality), materials and structure have been submitted to and approved in writing by the Local Planning Authority. Details shall include balustrading, the finish of the underside of the balcony platform and ground floor brick surrounds, where applicable. The development shall be carried out in accordance with the approved details

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, In accordance the Policy M1 of the Dartford Local Plan 2024

7. **Section Drawing** - No development above foundation level shall take place until sectional drawings at 1:20 or other appropriate scale through all typical external elements/facades including all openings in external walls including doors, window type reveals, window heads and window cills have been submitted to and approved in writing by the Local Planning Authority. Drawings should be at 1:20 or other appropriate scale of junctions between different external materials, balconies, parapets to roofs, gable features and projecting brick detailing/pattern and porch features. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, In accordance the Policy M1 of the Dartford Local Plan 2024

8. **Soft Landscaping including Trees** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until a soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- a) Detailed planting plans at 1:200 scale for the whole scheme including details of the numbers of all trees, hedges, shrubs, and herbaceous species to be planted, together with a planting schedule providing individual species, plant sizes (heights, spread, pot size, girth) and densities, and detailing plant supports.
- b) Full details of trees - trees within the internal courtyard/laneway (placement should not alter from the approved plans) uplifted to semi mature stock (20-25cm) girth. Trees between the parking bays along Portbridge Gardens uplifted in size to 20-25cm girth. Remaining trees within the site need to 18-20cm in girth. Trees must not fall short of these criteria.
- c) Full planting specification across the site should be provided. Notwithstanding the approved plans, the planting needs to demonstrate that planting within the internal laneway/mews street would need to be shade tolerant given its northern location. Submitted details will also be required to demonstrate a minimum of 25% of species to be native and a further minimum of 25% to comprise biodiverse planting.

Once the details are approved, the approved planting scheme shall be carried in the planting season October-March inclusive following the occupation of buildings or the completion of the development, whichever is sooner, or in accordance with timetable agreed in writing by the Local Planning Authority.

All planting shall be carried out in accordance with British Standards BS8545, including regard for plant storage and ground conditions at the time of planting.

Reason: To ensure a satisfactory appearance to the development, in the interests of biodiversity and in the interests of future residential amenity in accordance with Dartford Local Plan Policies M1, M2 and M14.

Informative - The submitted details should ensure that the eight trees planted to the rear of terrace blocks four and five do not change position due to the reliance of

these trees to make the scheme acceptable in regards of residential amenity due to privacy concerns.

9. **Hard Landscaping Scheme including Street Furniture** Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until details and samples of proposed hard surfacing materials have been submitted to and approved in writing by the Local Planning Authority. These details shall substantially accord with the details illustrated and annotated on the approved drawings and include the following details:

- a) Hard surfacing materials to be used in the external finishes of all roads, footpaths, courtyards, parking areas, terrace areas for ground floor apartments together with specification of edging and kerbs;
- b) Full product specifications of street furniture including 1:20 scaled elevation of the parking pergolas on Portbridge Gardens, proposed benches, product specification of lighting fixtures, visitor cycle stands and any bollards required to prevent mopeds or similar from accessing pedestrian routes.
- c) Full details and specifications of the planters in the rear laneway at a scaled elevation of 1:20 shall be submitted, providing details of materials, how they are affixed in place to the ground and the adjoining walls. The planters should be sufficiently tall to serve as informal seating.

Reason: In order to ensure an acceptable and functional standard of development upon completion, and in the interests of visual amenity, in accordance with Dartford Local Plan Policy M1.

10. **Specific Boundary Treatments** – Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until a plan indicating the positions, design, materials, and type of boundary treatment to be erected and any access points and access control measures has been submitted to and approved in writing by the Local Planning Authority. Details should also confirm:

- a) The 0.6m high brick boundary walls to the front of the houses fronting onto Fastrack;
- b) The 0.6m high brick boundary wall and the 0.5m high balustrading on the flats fronting onto Fastrack;
- c) 1.8m high boundary fencing between the gardens within the houses;
- d) The 1.8m brick built screen walls and 1.8m high timber fencing to the rear of the houses;
- e) Full details of the materials of boundary treatment, including retaining walls should be submitted.

The proposed boundary treatments shall be carried out in accordance with the approved details prior to the first occupation of the building to which it relates and shall be maintained thereafter for the lifetime of the development.

Reason: To ensure a satisfactory appearance to the development and in the interests of visual amenity within the area in accordance with Dartford Local Plan Policy M1.

11. **Landscape Management Plan** - No development above ground floor slab level shall take place until a full landscape management plan, including implementation plan, long term design objectives and management responsibilities for all landscape areas (other than small, privately owned, domestic gardens), hard landscape and

street furniture, have been submitted to and approved in writing by the Local Planning Authority.

Details should confirm a schedule of maintenance for a minimum period of 5 years, setting out objectives, tasks, and methodology. The management plan must consider biosecurity issues in relation to plant replacement and sustainability in relation to water usage and irrigation. The development shall be carried out in accordance with the approved details and thereafter maintained in accordance with the approved Landscape Management Plan at all times.

Reason: - To ensure a satisfactory appearance to the development, in the interests of biodiversity and in the interests of future residential amenity in accordance with Dartford Local Plan Policies M1 and M14.

Informative: The applicant is reminded that condition 65 of the outline permission requires that landscaping schemes approved as reserved matters applications 'shall be implemented during the first planting season following completion of the relevant area of the development and shall thereafter be maintained for a period of five years. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced within the next planting season'.

12. **Air Source Heat Pumps** - No development above ground floor slab level shall take place until details of the location, technical specification, appearance, and form of the air source heat pumps, as identified in the submitted Hodkinson Energy Statement 2024 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 and the air source heat pumps shall be installed prior to first use of the dwelling to which they relate and shall thereafter be retained in working order at all times.

Reason: To ensure the sustainable development of the site and to protect the appearance of the site, in accordance with Dartford Local Plan Policies M1 and M3.

13. **Electric Vehicle Charging Points** – No development above ground floor slab level shall take place until details of the proposed active electric vehicle charging points (comprising SMART sockets connected to the electrical supply system that vehicle owners can plug their vehicle into, with a minimum output rating of 7kW- Mode 3, AC) and passive electric vehicle charging provision (comprising provision of the network of cables and an associated power supply necessary to connect to future EV charging points) as detailed within have been submitted to, and approved in writing by, the Local Planning Authority, in accordance with in line with Part S1 of Schedule 1 to the Building Regulations 2010 (as amended) which was adopted for use on 15 June 2022 for use in England.

The details shall include arrangements for management and maintenance of the electric vehicle charging points that are located within communal car parking areas / privately maintained highway verges. The approved active and passive electric vehicle charging points shall thereafter be installed prior to first occupation of the dwelling or car park to which they relate and, unless otherwise agreed in writing by the Local Planning Authority, shall be retained at all times.

Reason: In the interests of good design and sustainable travel, in accordance with Dartford Local Plan 2024 policies S3, E1, M16 and M3.

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

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

- Location and details of 4 bat bricks/boxes to be incorporated across the site and within the buildings;
- Location of 4 bird boxes/bricks to be incorporated across the site;
- Details of any other measures such as bee bricks, hedgehog highways, log piles, insect boxes.

The development shall be carried out in accordance with the approved details prior to first occupation of the building to which it relates, and shall be maintained thereafter.

Reason In the interests of biodiversity, nature conservation and enhancement, in accordance with Policy M14 of the Dartford Local Plan 2024.

Informative: The bio-diversity action plan approved pursuant to the outline planning permission stipulates bat roost features are to be included within the buildings, therefore a proportion of the bat bricks should be integral to the built form, e.g. a bat brick. A range of bird boxes/bricks should be reviewed and installed to benefit as many species as possible. These could include sparrow terrace boxes, swift boxes or bricks, open fronted and hole nest boxes. The location of bat and bird boxes should be adjacent to open spaces, away from busier roads and lighting. Bird and bats have different environmental requirements so should not be found next to each other - birds prefer largely north facing and bats prefer south to east facing. The applicant should therefore review final bat and bird roost features with an ecologist to ensure optimum locations for bird and bat roost features are secured. Bee Bricks needs to be positioned in a warm, sunny, preferably south facing spot with nothing blocking the façade, ideally at least 1 metre from ground level with no upward limit.

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

The scheme shall include:

- a. functions of proposed lighting and the uses it supports (e.g. for recreation facilities, wayfinding)
- b. a horizontal lux plan showing all proposed lighting (adoptable, non-adoptable, exterior, bollard, combined lighting, etc.)
- c. details of time limits on lighting and hours of operation
- d. details of how the lighting scheme will mitigate any potential biodiversity impacts arising from the installation or operation of the proposed lighting (particularly in relation to bat and bird bricks and boxes being brought forward as part of the development)

- e. details of fixtures, any supporting structures, and systems of control such as timers and sensors including surface finish and colour
- f. details on colour temperature of the lighting and the associated public realm surfaces including reflectivity and glare

Details should demonstrate that lighting within all car parking courts will be in accordance with table 4 of BS5489-1:2020 'Design of road lighting - Lighting of roads and public amenity areas' in terms of 'light traffic' for 'parking areas of terraced and apartment houses' (e.g. average 5 lux and uniformity of 0.25). The development shall be carried out in accordance with the approved plans and implemented prior to first use of the area to which they relate and shall thereafter be retained at all times.

Reason: To ensure a satisfactory appearance to the development and secure an appropriate level of lighting which will conserve and enhance the amenity of residents, neighbours, and wildlife habitats and public safety in the interests of secure by design and in accordance with Dartford Local Plan Policies M1 and M2.

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

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

- A storage capacity to accommodate a minimum of 1 adult bicycle per bedroom within a dwelling or apartment.
- For houses; Doors which are secured by mortice locks and not padlocks. Shed cycle storage comprising tongue and groove construction, with minimum 18mm thickness, securely fixed to a concrete foundation and ground anchors provided. At least 1m² storage space must be provided within the shed, for garden equipment etc, in addition to that provided for cycle parking. & Where more than two bicycle spaces are required, the scheme should include either a 'Sheffield' stand or wall bars to provide a secure fixing point.
- For apartments; details demonstrating circulation and access within communal cycle stores, lighting of cycle stores, and the provision of spaces for adapted bikes.

The cycle storage facilities as shown on the approved plans, shall be constructed, furnished, and made available for use prior to the relevant dwelling first being occupied. Cycle storage for all houses shall be provided within rear gardens.

All cycle storage areas shall thereafter be retained and kept available for use by the residents at all times.

Reason: In order to encourage sustainable travel, in accordance Dartford Local Plan Policy M1, M9 and M16 and the Ebbsfleet Sustainable Travel Strategy

Prior to First Use/Occupation

17. **Water Efficiency** - No dwelling shall be occupied until the water efficiency measures to achieve the water usage of 105 litres per person per day as identified in the

submitted Hodkinson Sustainability Statement (April 2024) have first been installed and thereafter such measures shall be retained for the lifetime of the development.

Reason: In the interests of sustainability in accordance with Dartford Local Plan 2024 Policy M3.

18. **Parking Management Strategy** - No residential unit hereby approved shall be first occupied until a detailed parking management strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall include details of parking controls and enforcement for the car parking courts within the internal mews street and parking provided along Portbridge Gardens to prevent indiscriminate and nuisance parking outside of designated bays, such as parking on the pavements or landscaped verges, or causing obstruction to pedestrians along footpaths.

Details should confirm how future purchasers will be made aware of parking management regimes and allocation of spaces as part of purchase of this development. The approved parking controls and enforcement shall be operational from the first residential occupation and shall be maintained thereafter in perpetuity, or until such a time that the highways are adopted by the local highways authority with a relevant TRO in effect.

Reason: To ensure the appropriate use of the parking provision in the interests of highway safety and in accordance Policy M15 of the Dartford Local Plan 2024

Informative: Kent County Council Highways and Transportation officers note that parking management should be in line with the rest of the Eastern Quarry site, adopted streets should be subject to parking restrictions secured by a TRO in order to prevent on street parking outside of designated bays and support the low parking strategy. Private streets should have private parking enforcement in perpetuity and the cost of the TROs shall be born by the Applicant.

19. **Visibility Splays** – No dwelling hereby approved shall be occupied until the visibility splays as set out in the approved drawings have been provided. The splays shall be kept clear of obstructions over 1.05m (measured from footway level) and maintained as such at all times.

Reason: In the interests of highway and pedestrian safety, in accordance Policy M15 of the Dartford Local Plan 2024.

20. **Parking** - The dwellings hereby approved shall not be occupied until the areas shown on the approved layout as vehicle parking spaces and a dedicated space for the car club have been provided, surfaced, and drained. The spaces identified as parking for, visitors, and unallocated on the approved Parking Strategy (drawing number AP3-BPTW-S01-ZZ-DR-A-5401-C03-A3) shall be kept available at all times as unallocated parking. Thereafter, no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the area of land reserved for vehicle parking or in such a position as to preclude its use for vehicle parking.

Reason: In the interests of highway safety in accordance with policy M15 and M16 of the Dartford Local Plan 2024

Compliance

21. Unit M4(2) Compliance – All apartments in Blocks 1 and 2 and all 3-bedroom houses in the development hereby approved (totalling 30 x units) shall be designed and constructed in accordance with Building Regulations Part M4(2) - Accessible and Adaptable Dwellings, as set out on page 61 of the submitted Design and Access Statement prepared by BPTW dated March 2024 which accompanies this application.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with policy M8 of the Dartford Local Plan 2024

22. Obscure glazing - Notwithstanding the details shown on AP3-BPTW-B02-ZZ-DR-A-2002, the rear facing bedroom and bathroom windows to the rear (north) elevation of the eastern apartment block (Block 1) shall be fitted with obscure glazing and be non-opening below a height of 1.7 metres as measured from the internal finished floor level and shall remain as such for the lifetime of the development.

Reason: In the interests of neighbouring residential amenity in accordance with Policy M2 of the Dartford Local Plan 2024

Informatives

1. ADDITIONAL DOCUMENTS

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

- Mayer Brown Transport Planning Response to KCC. Letter dated 5th July 2024 reference AP/BHAlkerdenP3.1 with attached drawing numbers MBSK240705-01 Rev P1 dated July 2024 and MBSK240705-02 Rev P2 Dated July 2024
- Design and Access Statement prepared by BPTW dated March 2024
- Cover Letter prepared by Savills dated March 2024
- Daylight and Sunlight Report prepared by EB7 Ltd dated April 2024
- Technical Note, Drainage Strategy prepared by RLT Engineering Consultants Ltd
- Alkerden Parcel 3 – Ecological Review prepared by Middlemarch dated April 2024
- Sustainability Statement prepared by Hodkinson dated April 2024
- Energy Statement V2 prepared by Hodkinson dated April 2024
- Transport Technical Note prepared by Mayer Brown
- Noise Impact Assessment prepared by Mayer Brown dated March 2024
- Dynamic Overheating Report prepared by Hodkinson dated April 2024
- Planning Statement prepared by Savills
- Statement of Community Involvement prepared by Consulo Limited dated April 2024
- Outdoor Lighting Report prepared by Mayer Brown dated March 2024

2. ACCESS TO THE SITE/HIGHWAYS TECHNICAL APPROVAL

The applicant is advised that amendments to Portbridge Gardens and the Fastrack frontage must be secured to align to the approved layout and access details as set out in this approval. At present, approved plans for both corridors align to the previously approved scheme under EDC/21/0139 in respect of junction geometry, crossovers, pathways and landscaping. The applicant is advised to contact EDC to discuss the appropriate method to secure relevant changes.

KCC Highways note that it is important that no ad hoc or on-street parking occurs at the site as this would undermine the principles of the Eastern Quarry Transport Strategy and the EDC parking standards. It could also cause safety issues with vehicles parked in inappropriate places. Portbridge Gardens is currently subject to private parking enforcement however, it is understood that no Traffic regulation Order (TRO) for double yellow lines was submitted with the access road documents for Technical Approval. This must be included in the submission for the revised Technical Approval (including the east-west road which borders the northern edge of the site) and come into force once the road is adopted

3. KENT COUNTY COUNCIL – HIGHWAYS AND TRANSPORTATION

It is important to note that Local Planning Authority (LPA) 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 LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

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

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

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissionsand-technical-guidance>. 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.

Further details on this are available on our website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, 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.

Further 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: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

4. OUTLINE PLANNING PERMISSION

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

5. BUILDING REGULATIONS AND OTHER CONSENTS

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

6. NAMING AND NUMBERING

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

7. LANDSCAPING

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

8. STRATEGIC ACCESS MANAGEMENT AND MONITORING STRATEGY (SAMMS)

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

9. PERMITTED DEVELOPMENT RIGHTS

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

10. REASON FOR IMPOSITION OF PRE-COMMENCEMENT CONDITION

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

11. POSITIVE AND CREATIVE APPROACH TO DECISION MAKING

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

The applicant and agent were provided with pre-application advice;

- The applicant/agent was advised of planning issues during the processing of the application and additional information has been submitted to address these.
- The application was determined within the relevant timescales

1.0 SITE CONTEXT AND PROPOSAL

Background

- 1.1 The application site is formed of an area of brownfield land situated within the Eastern Quarry (EQ) strategic development site in Ebbsfleet Garden City and falls within the administrative boundaries of Dartford Borough Council. The EQ Site measures approximately 270ha in its overall area. The area is bounded to the south by the A2 dual carriageway, to the west the B255 Road and Bluewater Shopping Centre. To the north the site is bounded by Alkerden Lane and the established settlements of Swanscombe and Greenhithe, falling within Dartford Borough Council. Falling outside the boundary of EQ is the Northfleet West Sub Station site (Ebbsfleet Green) which has been developed by Redrow and is located to the southwest.
- 1.2 Outline planning permission was granted for EQ for a residential led development together with associated open space, social infrastructure and employment floor space in 2007. This permission was then varied in 2013 with all matters reserved for later consideration. A second variation to the outline was granted in March 2018. The outline permission allows up to 6,250 residential dwellings and up to 231,000 square metres of built floor space for business premises, education/community, social facilities, hotel and supporting retail and leisure facilities (the OPP).
- 1.3 The extant masterplan for EQ takes the form of three connected urban villages. The first village to come forward is 'Castle Hill' which is sited at the eastern end of EQ. Detailed consents have been granted for the majority of this Village.
- 1.4 EQ is now at a pivotal stage as focus moves to the central and western villages known as Ashmere and Alkerden. Construction has completed on Phase 1 of Ashmere village to the west, including show homes and marketing suite and construction has now moved onto Phase 2. Planning permission has been granted for the education campus in the centre of Alkerden at the heart of Alkerden, which is expected to open September 2025 with temporary secondary provision. Permission has been granted for the first phase of the Alkerden Market Centre which includes a local supermarket and is under consideration by the developer. An application has been submitted for a community building, 'Alkerden Hub', adjacent to the education campus. In respect of residential developments, works have completed on Parcel 7 in Alkerden for a custom build development and are nearing completion for Bellway's development at Parcel 5a to the north of the village. Initial works have started for Chartway's scheme at Parcel 5b to the northwest of the village. Works are currently underway for the first phase of Redrow's development to Alkerden South. Pre-application discussions are underway in respect of several parcels across both villages.
- 1.5 Former quarrying activity at the site has created a dramatic landscape with steep chalk cliffs around the perimeter. Much of the site has been backfilled with Thanet Sand over the worked chalk but there are still considerable land level differences between the quarry floor and the site's surroundings. The general topography of the site falls from north to south.

- 1.6 The variations in levels limit vehicular access into the site. The main accesses are from Watling Street at the south which provides access to the 'Washmills' area containing buildings associated with the quarry activities, two accesses leading from Southfleet Road to the east and newly constructed road access from Hedge Place Roundabout.
- 1.7 There are large bodies of water within the site comprising a large lake to the west resulting from quarrying activities, which is currently being drained for the development platform, and a man-made lake along the southern boundary in Castle Hill.

Site Description

- 1.8 The application site is located in a prominent location in the heart of Alkerden village. It borders the Education Campus Site and custom build Parcel 7 to the north. The site adjoins an area of open space to the east, which separates Castle Hill and Alkerden villages. The site also sits opposite area parcel designated for higher density housing, which does not have reserved matters approval at the time of this application.
- 1.9 Approved earthworks secured as part of the strategic levelling of the wider development site under an advance infrastructure RMA have been undertaken at the site to form the development platform and initial works have been undertaken on the foundations of the previously approved scheme.
- 1.10 The site is a narrow, rectangular shaped parcel of vacant land which measures approximately 0.71 ha. There is a slight level change across the site with levels rising from south to north. The site will front Fastrack, which will provide pedestrian and cycle access. Road access for vehicular traffic will be provided to the north of the site via the access road, to the north, which will also provide access to the Education Campus and Parcel 7.
- 1.11 The site is in a highly sustainable location adjacent to the Alkerden Market Centre, which is intended to form a vibrant and active space in conjunction with the Education Campus. The Market Centre is anticipated to comprise a mixed-use scheme including a community hub consisting of KCC services and other community leisure provision. In addition to the services and facilities of the Market Centre, the site will also benefit from its proximity to the Fastrack route, where frequent bus services will provide direct access to Bluewater, Dartford, Gravesend and Ebbsfleet Central. An interim service has already commenced along the Fastrack corridor through Castle Hill as far as a turning head which has been constructed on the boundary of Castle Hill and Alkerden, immediately to the southwest corner of the application site

Proposal

- 1.12 The application seeks approval for all Reserved Matters details relating to access, appearance, landscaping, layout and scale pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for the erection of 56 dwellings and associated parking, open space and infrastructure.
- 1.13 The proposal is for a high-density scheme resulting in 78 dph. The proposed development would provide a total of 56 dwellings of which comprise of the following:

Dwelling Size	Apartments	Flats over Garages	Houses	Total
1-Bed, 2-Person	4	4	-	8
2-Bed, 4-Person	12	4	-	16

3-Bed, 4-Person	-	-	14	14
4-Bed, 6-Person	-	-	18	18
Total	16	8	32	56

- 1.14 With regards to the proposed site layout, there would be an internal laneway accessed off Portbridge Gardens finished as a shared surface which would be a semi-private space. To the west of the laneway access, there would be 36 car parking spaces each covered with a decorative timber pergola and planting, beyond which would provide access to disabled car parking spaces associated with the Education Campus Sport Centre. Within the site, off the access road there would be 25 car parking spaces underneath the FOGs, predominantly serving the development.
- 1.15 Building heights vary within the development. The majority of the development fronts onto Fastrack to the south. Building heights along this section of the development include a four-storey apartment block at each end ('Block 1' to the east and 'Block 2' to the west). There are a total of 32 three-storey houses fronting onto Fastrack in-between the apartment blocks, arranged as five terraced rows of 4, 6 or 8 units. To the north of the site there are four pairs of Coach Houses/ Flats Over Garages (FOG's herein). These when viewed from Portbridge Gardens (the northern access road), would appear as single storey buildings, however they would have parking spaces concealed underneath within the central circulation core area from where they would appear as two-storey.
- 1.16 The proposed development does not include any affordable housing as part of this application. This is discussed further in the appraisal section below.
- 1.17 Pursuant to condition 25 of the outline permission for Eastern Quarry, which requires the submission of details to be provided with any Reserved Matters Application, details of the following sections in relation to the condition have been provided in the submission and will be discussed in the appraisal below:
- a) Updated area plan
 - b) Landscaping
 - c) Materials
 - d) Street lighting and Furniture
 - e) Boundary Treatment
 - f) Surface finishes and hard landscaping
 - h) External lighting (not street lighting)
 - j) Cycle Parking
- 1.18 The schedule of open space as required by part g) of condition 25 lies outside the red line boundary of the application site, being delivered to the east in the form of the central green zone strip which marks the boundary of Castle Hill village. In addition, a major urban park will be delivered a short walk (5-10 mins) from the Site to the west.
- 1.19 A strategy for Public Art has been identified in the AMP (Area Masterplan) for Alkerden including potential locations which lie outside this parcel. Details relating to public art as required by part i) of condition 25 is therefore not relevant to this application. In addition, details relating to part k) television receivers; l) signage and interpretation; and m) layout of community buildings are also not relevant to this application.
- 1.20 The Application Site abuts a principal highway, in the form of Fastrack. As such, a noise assessment has been submitted as part of the application, as per the requirements of condition 28 of the outline planning permission.

- 1.21 Condition 29 of the outline permission requires the submission of details of any telecommunication masts proposed relating to the area they are located within, so far as possible. Installation of telecoms equipment is to be delivered by the sitewide landowner Henley Camland. None are proposed in this area.

2.0 RELEVANT PLANNING HISTORY

High Level Permissions

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

N.B. Pursuant to outline planning permission EDC/17/0048, a series of documents and strategies have been approved by condition which include the Area Masterplan/Area Design Code, Waste Management Plan, BAP (Biodiversity Action Plan) Implementation Programme, Utilities Framework, Sustainable Construction Code, Water Conservation Plan. Any details secured under the outline permission as a reserved matters application must comply with the contents of the approved strategies. Where these strategies form a framework against which a RMA should be assessed, regard is had to this in the relevant part of the appraisal section below.

Reserved Matters Applications

- 2.2 **EDC/20/0058** - Reserved matters application pursuant to outline application EDC/17/0048 to consider access, appearance, landscaping, layout and scale for the 15 erection of 127 dwellings and associated car parking within Parcel 3. Withdrawn 02.10.20
- 2.3 **EDC/21/0139** – Reserved Matters Application (details relating to access, appearance, landscaping, layout and scale) pursuant to conditions 2 and 25 of outline planning permission EDC/12/0048 for the erection of 138 dwellings (flats) and associated parking, open space and infrastructure. Approved with conditions by planning committee.
N.B. This scheme has been implemented on site but is not being completed and would be superseded by the current application.
- 2.4 **EDC/24/0031** - ****DUPLICATE APPLICATION**** Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for the erection of 56 dwellings and associated parking, open space and infrastructure. Withdrawn 24.06.2024

3.0 PUBLICITY AND REPRESENTATIONS

- 3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list.
- 3.2 Neighbour notification letters were sent to local addresses. The proposals were advertised on site via 7 no. notices and publication in a local newspaper for the following reason(s):
- Major Development

- 3.3 Site Notice expiry date: 13.05.2024
- 3.4 Press Notice expiry date: 16.05.2024
- 3.5 1 letter of representation has been received in objection to the application and raising the following concerns: -
- Concerns the proposal would be in keeping with the rest of Alkerden Village,
 - Proposed erection of houses and the spatial distance between the proposed development and the objector's property and issues regarding light, privacy and outlook.
 - Comments were also made to ensure urban greening would take place to provide a high-quality outlook for residents.

EDC Officer Comment – A comprehensive assessment regarding the proposed impact on neighbouring amenity has been carried out as part of the application, which is set out below. An independent daylight and sunlight report was commissioned by the applicant and it had found that there would be no loss of daylight/sunlight to residents of Parcel 7. With regard to spatial separation distances, the nearest building within the proposed development would be set over 20 metres away from the nearest residential buildings in Portbridge Gardens. As such, the spatial separation is considered acceptable and would not result in undue harm. A soft landscaping scheme is proposed as part of this application which includes soft landscaping to the front of dwellings on Portbridge Gardens and tree planting near the access route into the site from Portbridge Gardens.

4.0 CONSULTATION RESPONSES

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

4.1.1 KCC Ecological Service

No Objections in principle to the proposal. Kent County Council makes no comments on the proposed layout as the development is located within an area identified as a development footprint as part of the proposed residential area.

An Ecological letter has been submitted with the application and it details that the information is based on a 2021 ecological survey. As the ecological consultants regularly visit the wider eastern quarry site, it is not understood why an updated walkover was not carried out. Instead the submitted ecological information details that, following the survey in 2021, the site is known to have been used as a storage area and compound for works in the other areas of Alkerden and, if the site is left unused, the bare ground and hardstanding are likely to recolonise with ephemeral/short perennial vegetation which may provide habitat for fauna known to occur on site including common reptile species and Skylark *Aluda arvensis* (a ground nesting bird which is known to use the surrounding area and nests within sparse vegetation between April and August).

We advise that the applicant provides current photos of the site to enable us to fully understand if the site is likely to support reptiles and ground nesting birds and if the proposed mitigation is appropriate.

A landscape maintenance and management plan has been submitted and it refers to landscaping plans. We advise that landscaping plans are submitted to demonstrate

that at least 25% of the species within the planting scheme will be native species and an additional 25% will be beneficial to biodiversity.

The submitted ecology letter has confirmed that at least 4 integrated bird and bat features will be installed within the buildings. We advise that a plan is submitted confirming the location of the bird and bat features.

EDC Officer comment: In respect of comments relating to a photographic survey, none has been provided by the applicant. It is considered that a pre-commencement condition requiring details of a photographic survey would be sufficient to satisfy the concern raised with regard to the photographic evidence. Draft conditions have been provided to the applicant for confirmation of agreement with the pre-start condition, which will be reported by supplementary information. With regards to the landscaping comments, a suitably worded condition is to be imposed requiring 25% native species and 25% of species to be beneficial to biodiversity is to be imposed. With regards to comments for bat and bird boxes, a suitably worded condition will be imposed to ensure they are provided.

4.1.2 Kent County Council – Lead Local Flood Authority

No Objection. The Lead Local Flood Authority confirm that they are satisfied that the principles proposed for dealing with the surface water are acceptable.

4.1.3 Kent County Council Highways

The applicant has confirmed that the site is not to be adopted. Kent County Council have stated that having reviewed the additional information, with regards to the impact of the proposed development on the surrounding highways network Kent County Council raises no objections with the following comments:

With regards to Access and Visibility, the access road to the northern side of the site was approved under a separate application and has since been given Technical Approval by KCC. However, as the proposals along the access are different to the approval, additional Technical Approval will be required. This will need to include dropped kerbs to allow cyclists to enter/leave the carriage way.

Refuse vehicle tracking and stagger distances between from access into the Site has been demonstrated to be acceptable.

With response to the parking, the Parking Management Plan confirms that there are 61 spaces for the proposed 51 dwellings and are allocated as follows:

- 12 x Visitor Spaces (10 standard and 2 x M4(3) bays) equating to 20%
- 9 x spaces for the 16 flats (0.6 per unit)
- 8 x spaces for the 8 Coach Houses
- 32 x spaces for the 32 Houses

The details outline that visitor bays will be subject to maximum waiting restrictions, likely to be 24 hours with the remaining bays to be allocated. This results in 7 of the flats being car free. If this is the case, these flats must be advertised as car free at the point of sale and should be reiterated in Travel Information Packs. It is considered that the site would operate better with one allocated space per unit, leaving 5 spaces (9%) as visitor parking or one space per unit with the exception of the 1 beds which would then leave 9 spaces or 17% as visitor spaces. The accessible spaces do not contain additional width of 1.2m. However, no objections have been raised in this regard and there are no highways objections on this basis.

KCC Highways note that it is important that no ad hoc or on-street parking occurs as this would undermine the principles of the Eastern Quarry Transport Strategy and the EDC parking standards. It could also cause safety issues with vehicles parked in inappropriate places. Portbridge Gardens is currently subject to private parking enforcement however, it is understood that no Traffic regulation Order (TRO) for double yellow lines was submitted with the access road documents for Technical Approval. This must be included in the submission for the revised Technical Approval (including the east-west road which borders the northern edge of the site) and come into force once the road is adopted. As the site is to remain private, private parking enforcement must be implemented in perpetuity to prevent parking outside of designated bays

Sustainable Travel – Despite the request for the communal cycle storage areas to accommodate a proportion of adaptive cycle spaces (which require a min width of 1.5m between stands), this has not been provided and the Applicant states that as the houses will be able to accommodate this provision, the scheme has provided in excess of the 5% guidelines. It is unlikely that residents in the flats would have an alternative location to park an adapted bike and this could therefore prevent them from purchasing / using one. As the cycle parking provision for the flats is above the EDC standard of one per bedroom, it is recommended that an adapted bike space is provided in place of two standard spaces. This space should be marked out for this use. The size of the cycle storage units for the houses is unknown but should be large enough to accommodate the required number of bikes e.g. four bikes for a four-bedroom house.

The width of the routes between the private refuse stores and the collection points (between the parking bays) have been increased from 1m to between 1.2m – 1.6m. No objections are raised in this regard.

To the east of the site, the applicant has confirmed that a cycle ramp will be provided on the steps. This should be secured via condition.

The location of the site, despite being for a lower level of residents, it is requested that a Travel information pack is prepared for each residential unit upon first occupation to encourage sustainable travel. Providing details not limited to walking and cycling but also where the nearest Fastrack stops are and nearest train stations.

As the site is not an adopted site, the lighting information is not required.

KCC Highways have raised no objections to the proposal on highways grounds but have recommended a list of conditions.

- Cycle parking for flats and houses to be at a ratio of one space per bedroom to be provided prior to first occupation (in the case of the houses)
- Proportion of cycle spaces in the flats should cater for adapted bikes
- 61 vehicle parking spaces including two disabled bays to be available for first use upon occupation
- Electric vehicle charging points should be provided in line with current building regulations
- Provision and permanent maintenance of visibility splays shown on submitted plans with no obstructions over 1.05m above existing carriageway levels within the splays prior to first occupation of the site
- Parking enforcement of the site in perpetuity to prevent parking outside of designated bays

- Further KCC Technical Approval is required for the road to the north of the site, to accommodate the proposed changes since its previous approval

EDC Officer comment: Discussion regarding the suggested allocation of one space per unit is set out in the Highways and Parking section below, but it is considered the current allocation is appropriate in accordance with the EDC Sustainable Travel Strategy. An informative will be added to advise the applicant of the requirements in respect of Technical Approval to regularise the minor changes required to Portbridge Gardens and the Fastrack corridor (relating to the geometry of the access into the internal laneway, crossovers, pathways and landscape detailing), located outside the red line boundary, to align with the current scheme, where approved plans currently align to the previously approved scheme (EDC/21/0139). A condition in respect of parking management will also be added to help prevent indiscriminate parking, together with the list of conditions set out in their comments.

4.1.4 EDC Noise Advisor – Bureau Veritas

Support the design criteria, assessment methodology and noise modelling provided in the submitted Noise Impact Assessment (NIA).

With regards to the proposed internal noise within the dwellings, based on the predicted worst-case noise levels, in the case of sports noise from the adjacent education campus, the proposed glazing and ventilation specifications would provide appropriate internal amenity.

The submitted details of higher attenuating acoustic ventilators on the north facades facing the sports pitches should be sufficient to ensure that suitable internal acoustic conditions are achieved, particularly in the evenings.

It is noted that the NIA proposes an alternative means of ventilation may be required for habitable rooms facing the Fastrack route (southern facade) due to the potential for overheating condition arising. This will need to be assessed and developed at the detailed design stage in accordance with the Building Regulations Approved Document O.

In respect of external noise, the noise modelling results for road traffic indicate that most balconies on the south and west/east facades of the apartment blocks will experience noise levels above the recommended upper guideline value of 55 dB (of up to 58dB) due to road traffic. However, the exceedances predicted are not unreasonable given the sites location in an urban location adjacent to a strategic transport network. In addition, the Fastrack route to the south of the development will be intermittent with periods between bus pass-by being quieter.

The Noise Advisors conclude that suitable internal amenity can be provided to all residential dwellings with the proposed ventilation and glazing. Regarding road traffic noises, whilst the levels are slightly higher than recommended, it is not considered unreasonable given its setting in an urban environment. As such, the details of the Noise Impact Assessment are acceptable, in accordance with condition 28 of the OPP.

EDC Officer Comments: The submitted NIA identifies relevant requirements for glazing and ventilation specifications which is identified as providing appropriate internal amenity. The NIA will therefore be listed as an approved plan to secure recommended ventilation and glazing. Should any changes be identified as a result of further testing, the applicant would be required to regularise this through an amendment to the approved scheme.

4.1.5 EDC Lighting Advisor – Bureau Veritas

Relevant guidance and standards have been applied. The 3D modelling supplied concludes there would be no harm to the adjacent residential development parcel to the north at Parcel 7 of the wider Alkerden development.

The review does not take into consideration the neighbouring parcels to the south of the site or the existing residential developments to the east. However, it is likely that the impact of these neighbouring developments on the proposed dwellings would be minimal, and the impact of the proposed dwellings on these neighbouring parcels would also be minimal.

The proposed dwellings have associated garden amenity areas. The assessment does not consider whether there is sufficient sunlight at these areas.

Two rooms at the proposed development are expected to fail the daylight criteria due to being overhung by terraces above. This should be considered in the planning balance whether this minor failure to meet best practice design criteria at the proposed houses is sufficient to justify any redesign. It is accepted that any failures to meet daylight criteria into the wider context of the scheme design.

EDC Officer Comments: The submitted report states that all of the houses meet and exceed the recommended internal guidance for receiving optimum levels of internal daylight. Within the flats, the vast majority of the rooms fully meet the targets. However, as identified by the consultant, two bedrooms are identified to fall marginally below the target owing to the balconies above. On balance, EDC consider the reduction of daylight acceptable in this instance, as set out in more detail in the report below. The Report conducted by the applicant's lighting advisor had not reviewed the impacts of the development on shadowing and light levels within the private rear gardens. While it is acknowledged the gardens will not receive full sunlight, on balance, given the constraints of the shape and orientation of the site, the size of the gardens, together with the availability of high quality open spaces in the immediate vicinity, it is not considered that planning permission should be withheld on this basis. Further discussion is set out in the Housing Standards section of the report below.

4.1.6 Environment Agency

No comment.

4.1.7 Kent Police Designing Out Crime Officer (DOCO)

The DOCO has raised no objections but raised some general comments, bullet pointed below:

- 1) The Kent DOCO has reviewed the application and states that Applicants Should consult Kent Police separately to address CPTED and incorporate Secured By Design (SBD) as appropriate.
- 2) Consideration should be given to the provision of informal association spaces for members of the community, particularly young people. These must be subject to surveillance but sited so that residents will not suffer from possible noise pollution, in particular the green spaces surrounding the site, any parking areas/ courts and pedestrian routes. These areas must be well lit and covered by natural surveillance from neighboring properties.
- 3) Perimeter, boundary and divisional treatment must be a minimum of 1.8m in height. Any alleyways to have secure side gates which are lockable from both sides, located flush to the front building line.

- 4) Strongly recommend the installation of pavements on both sides of the roads to avoid vehicle and pedestrian conflict and promote safer spaces for families. It is now common practice to have some shared vehicle/pedestrian areas on secondary routes. If pavements cannot be installed in these shared spaces, we strongly recommend traffic calming measures, especially where there is a curvature in the road.
- 5) Parking - To help address vehicle crime, security should be provided for Motorbikes, Mopeds, Electric bikes and similar. SBD or solid secure ground or wall anchors can help provide this. We advise against the use of parking courts as they can create an opportunity for crime. Where unavoidable, the areas must be covered by natural surveillance from an "active" window e.g. lounge or kitchen and sufficient lighting - the same recommendations apply to on plot parking bays. In addition, we request appropriate signage for visitor bays to avoid conflict and misuse. If car ports are unavoidable, we recommend they be lit and painted in a light colour to optimize surveillance opportunities. For car parks, we recommend the Safer Parking Scheme, which follows CPTED guidance from both the police and the British Parking Association.
- 6) New trees should help protect and enhance security without reducing the opportunity for surveillance or the effectiveness of lighting. Tall slender trees with a crown of above 2m rather than low crowned species are more suitable than "round shaped" trees with a low crown. New trees should not be planted within parking areas or too close to street lighting. Any hedges should be no higher than 1m, so that they do not obscure vulnerable areas.
- 7) Lighting - Please note, whilst we are not qualified lighting engineers, any lighting plan should be approved by a professional lighting engineer (e.g. a Member of the ILP), particularly where a lighting condition is imposed, to help avoid conflict and light pollution. Bollard lighting should be avoided, SBD Homes 2019 states: "18.3 Bollard lighting is purely for wayfinding and can be easily obscured. It does not project sufficient light at the right height making it difficult to recognise facial features and as a result causes an increase in the fear of crime. It should be avoided. "Lighting of all roads including main, side roads, cul de sacs and car parking areas should be to BS5489-1:2020 in accordance with SBD and the British Parking Association (BPA) Park Mark Safer Parking Scheme specifications and standards.
- 8) All external doorsets (a doorset is the door, fabrication, hinges, frame, installation and locks) including folding, sliding or patio doors and individual flat entrance doors to meet PAS 24: 2022 UKAS certified standard, STS 201 or LPS 2081 Security Rating B+. Please note PAS 24 is a minimum-security standard, and communal doors may require a higher standard, such as STS or LPS.
- 9) Windows on the ground floor or potentially vulnerable e.g. from flat roofs or balconies to meet PAS 24: 2022 UKAS certified standard, STS 204 Issue 6:2016, LPS 1175 Issue 8:2018 Security Rating 1/AI, STS 202 Issue 7:2016 Burglary Rating 1 or LPS 2081 Issue 1.1:2016 Security Rating A. Glazing to be laminated. Toughened glass alone is not suitable for security purposes.
- 10) For cycle storage, we advise on the use of ground/ wall SBD or solid secure anchors within a lockable shed or storage area. Bin storage must also be secure with access control.
- 11) Mail delivery to meet SBD TS008 with a fire guard are strongly recommended for dwellings. Mail delivery to meet SBD TS009 are strongly recommended for buildings with multiple occupants along with a freestanding post box of SBD/Sold Secure approved Gold standard. If mail is to be delivered within the lobby, there must be an access-controlled door leading from the lobby to the apartments/ stairs on the ground floor to prevent access to all areas.
- 12) CCTV is advised for all communal entry points and to cover the mail delivery area.

- 13) Bedroom windows on the ground floor require a defensive treatment to deflect loitering, especially second bedrooms often used by children.
- 14) We recommend "A GUIDE FOR SELECTING FLAT ENTRANCE DOORSETS 2019" for buildings featuring multiple units, any covered access must deflect loitering that can stop residents and their visitors from using it without fearing crime. Entrance doors must be lit and designed to provide no hiding place.
- 15) For the main communal doors audio/visual door entry systems are required. We strongly advise against trade buttons and timed-release mechanisms, as they permit unlawful access and have previously resulted in issues with Crime and ASB.
- 16) Defensible spaces. Corner properties require well established boundaries to avoid desire lines across front gardens. This can be provided by using hedges or knee rails/ fences, for example.
- 17) Blank Walls. It is important to avoid the creation of windowless elevations and blank walls immediately adjacent to public spaces. This type of elevation tends to attract graffiti, inappropriate loitering, and ball games. The provision of a 1m buffer zone using either a 1.2 - 1.4m railing or a 1m mature height hedge with high thorn content should address those issues.
- 18) Vehicle mitigation may be required on pedestrian routes, to prevent mopeds or similar vehicles accessing the area and causing nuisance.
- 19) Open space. Open space areas must be well lit and boundaries must be clearly defined to avoid conflict or ball games causing nuisance. For any LAP or LEAP, we recommend fencing at a minimum height of 1.2m and vandal resistant play equipment. Consideration should be given to a single dedicated entry and exit point to enable adult control/supervision

If approved, site security is required for the construction phase. There is a duty for the principal contractor to take reasonable steps to prevent access by unauthorized persons to the construction site under the Construction (Design and Management) Regulations 2007. The Site Security should incorporate plant, machinery, supplies, tools and other vehicles and be site specific to the geography and site requirements.

EDC Officer Comment: Matters regarding informal association spaces have been addressed in the wider AMP and appropriately designed. The proposed development overlooks adjacent public open spaces. The site has been laid out to ensure all communal areas including internal laneway/mews street, car parking, cycle parking areas and the surrounding streets outside of the red line boundary including Portbridge Gardens and Fastrack are overlooked and covered with good levels of natural surveillance, avoiding blank facades. All houses have secure boundary treatments and all dwellings and flats fronting onto Fastrack have boundary walls demarking private and public space. Surrounding the buildings, there are also planting plans which help to ensure no loitering/easy access to all ground floor windows that are not defended by boundary walls. Streets and laneways within the site boundary have been designed appropriately to the context of the site and in accordance with the AMP with pavements provided where appropriate and where sufficient space allows in this confined site. Parking allocation and demarcation will be controlled by condition as required, as will the internal finish of the car ports below the coach houses. Tree planting is discussed further in the report below to respond to requirements regarding residential amenity to address overlooking issues. Lighting details will be controlled by condition together with street furniture to include bollards where vehicle control might be required.

'A Code of Construction Practice' was approved by the OPP and updated under application ref. EDC/19/0112 pursuant to condition 35 of the OPP. This document secures details in respect of site security during the construction phase, confirming security will be predominately managed by fencing and gates, and manned by a security guard during normal working hours, with overall security for EQ will be

maintained by the Site Wide Owner (Henley Camland), and each construction phase will be responsibility of the site Contractor.

Comments in respect of anchors for secure parking, internal doorsets, glazing standards, access controls and provision of CCTV fall outside the scope of the application and should therefore be discussed directly between the applicant and Kent Police should they pursue a SBD award.

4.1.8 CSA Landscape Consultant Architect

The submission of a tree and planting strategy is welcomed, providing more of a flavour of the character. However, there is a lack of plants that would thrive in full shade, with a large proportion of planters being in full shade with relatively small planting beds. A new planting palette should be provided to indicate more shade tolerant plant species. The planting palette should also ensure that there is year-round interest and a proportion of evergreen shrubs to provide structure during the winter months.

Tree sizes have been added to the tree strategy. However, those along the internal laneway/mews street are proposed to have 12-14cm girths. This is below the Ebbsfleet Public Realm Strategy guidance which requires at least 20-25cm girth trees in internal laneways and mews streets. The remainder of the trees are also considered too small. Trees within the parking areas to the northwest should be uplifted to 18-20cm girth and all other trees around the site should be uplifted to 20-25cm girth with more species and variation of trees to be provided.

Consideration should be given to see if beds can be increased in size. Consideration should also be given with regards to the tree pit details. The tree strategy plan shows a less than 1 metre for the root ball which is insufficient to accommodate these trees. Consideration should also be given regarding the planters; their soil volume area would be less than 1 metres in depth from the rear wall. This is not considered enough for a semi-mature tree and this needs to be increased to allow for adequate soil volumes. In addition these trees will need below ground root cells to get sufficient soil volumes. A tree servicing plan should be provided and that the sequencing of root cells to ensure trees have sufficient room to established and can be delivered around planned services.

No change to the laying pattern of the hard landscaping on the general arrangement plan. It is not clear what the differing paving is delineating. Some refinement to the laying pattern is recommended to ensure the surface of the street is clear for all users.

A list of conditions has also been recommended including planting plans detailing tree according for uplift in size as aforementioned and other planting. Details of tree root cells. Site Wide Landscape management plan for hard and soft landscaping, furniture details and full details of hard landscaping to be submitted.

EDC Officer Comment: After receiving these comments, discussions were held between EDC officers and the Landscape Architects. They have advised that there would be no issues regarding the growth of the trees within the submitted planters on the basis that sufficient tree root cells were to be installed beneath and a permeable hard surfacing was to be installed to ensure that surface water run off could permeate into the tree root cells for their growth and longevity. As such, it is considered that the depth of the planters is acceptable.

Conditions have been sought as per the recommendations. Conditions also have been used to ensure that the trees are of the recommended sizes and that adequate species for shade thriving plants are to be planted with submitted planting plans.

4.1.9 Natural England

Natural England raises no objections to the proposal subject to securing appropriate mitigation. Comment received 16/08/2024

This advice relates to proposed developments that falls within the 'zone of influence' (ZOI) for one or more European designated sites, such as Medway Estuary & Marshes SPA and Ramsar, Thames Estuary & Marshes SPA and Ramsar and The Swale SPA and Ramsar. It is anticipated that new residential development within this ZOI is 'likely to have a significant effect', when considered either alone or in combination, upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development. On this basis the development will require an appropriate assessment.

Your authority has measures in place to manage these potential impacts in the form of a strategic solution Natural England has advised that this solution will (in our view) be reliable and effective in preventing adverse effects on the integrity of those European Site(s) falling within the ZOI from the recreational impacts associated with this residential development.

This advice should be taken as Natural England's formal representation on appropriate assessment given under regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 (as amended). You are entitled to have regard to this representation.

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

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

- Thames Water
- Kent Fire and Rescue
- Southern Water
- Dartford Borough Council

4.3 Ebbsfleet Ward Councillors were also consulted on the application with no responses.

5.0 **PLANNING POLICY**

5.1 National Policy & Guidance

National Planning Policy Framework December 2023 (NPPF)
Planning Practice Guidance (PPG)
National Design Guide
Building for a Healthy Life 2020

5.2 Development Plan

Dartford Local Plan to 2037 – Adopted April 2024

S1	-	Borough Spatial Strategy
E1	-	Ebbsfleet and Swanscombe Strategy
E2	-	Ebbsfleet Garden City Principles
E5	-	Alkerden and Ashmere Allocation
M1	-	Good Design in Dartford
M2	-	Environmental and Amenity Protection
M3	-	Sustainable Technology, Construction and Performance
M7	-	Affordable Housing
M8	-	Housing Mix
M9	-	Residential Amenity Space
M14	-	Biodiversity and Landscape
M15	-	Travel Management
M16	-	Active Travel, Access and Parking
M17	-	Active Travel, Access and Parking

5.3 Other Guidance

Ebbsfleet Implementation Framework 2017

Design for Ebbsfleet Guide

Ebbsfleet Public Realm Strategy (EPRS)

Ebbsfleet Sustainable Travel Strategy (STS)

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

Eastern Quarry Parking Management Plan (PMP)

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

6.0 **PLANNING APPRAISAL**

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

Principle of Development

6.2 The Government is committed to significantly boosting the supply of housing and the delivery of a wide choice of high-quality homes to ensure development meets the UK's market and affordable housing needs. Paragraph 11 of the NPPF identifies that planning decisions should apply a presumption in favour of sustainable development and paragraph 74 endorses the provision of new homes that follow the principles of Garden Cities as an identification of quality.

6.3 Policy S1 of the Dartford Local Plan states that sustainable development will occur at planned locations in the Borough to meet assessed needs, securing new infrastructure provision and brownfield land re-use creating neighbourhoods that are resilient and adaptive to climate change. Development should provide a diverse and

complementary balance of uses and services within settlements and minimise the necessity to travel by private vehicles.

- 6.4 Growth is to be located at strategic allocations, site in the identified housing land supply and in line with the economic strategy. Development should be directed to brownfield land and sites with good access to public transport. The overriding priority for development within Dartford Borough is, amongst other locations, in Ebbsfleet Garden City, to contribute to the 790 homes per annum required, as identified in policy S4.
- 6.5 The preamble of Policy E5 (Alkerden and Ashmere Allocation) states that the scale of new accommodation, supported by local services and substantial new community facilities, is an opportunity that must be fully explored to create inclusive and diverse neighbourhoods. Alkerden and Ashmere 'must both feature a range of forms and types of residential development that add positively to the choice of new housing elsewhere in the borough and the Garden City'.
- 6.6 Policy E5 states that Alkerden and Ashmere 'will form sustainable, active and well-integrated neighbourhoods set in significant green infrastructure'. Development within the two villages should contribute to meeting the target of delivering 4,700 dwellings.
- 6.7 Delivery Theme 1 of the Ebbsfleet Implementation Framework promotes the delivery of a wide range of homes and tenures for all life stages, that meet local aspirations.
- 6.8 Outline planning permission has been granted for the whole of Eastern Quarry and its provision approved through the suite of documents that have all been approved pursuant to the outline permission and which form a comprehensive strategy and set of objectives for the delivery of housing in this location. An Area Masterplan (AMP) and Area Design Code (ADC) for Alkerden have been approved pursuant to the outline consent. Reserved matters applications should generally accord with the relevant AMP/ADC unless robust justification is provided.
- 6.9 The AMP/ADC for Alkerden identifies the site for 'high density' (60+dph) residential development, thereby establishing the principle of development and residential land use. Parcel 3 falls within the 'Market Centre' character area, as defined by the AMP. It should contribute to development providing in the region of 600-700 dwellings overall, together with the Education Campus and Market Centre community hub, contributing to an overall delivery of between 1365-1550 dwellings across Alkerden village. Current approvals within Alkerden total 812 units (excluding the previous permission for Parcel 3) and 83 for the Market Centre Character area. Further schemes are yet to come forward on remaining parcels in the Alkerden Market Centre and Alkerden South development areas. The 56 dwellings proposed under the current application, falls within the development parameters for this character area based on the residential densities outlined within the AMP/ADC for Alkerden. The current application is therefore far from a tipping point and total numbers of dwellings within Alkerden and across EQ will continue to be monitored to achieve the overall quantum of 6,250 dwellings.
- 6.10 As informed by the obligations under the outline consent, the AMP/ADC commits to an even dispersal of affordable housing across Alkerden, with each phase to include a 25% provision. No affordable housing is proposed to be delivered as part of this application since the applicant has identified it falling outside the requirement of the s106 in relation to the number of units to be provided. Whilst this position is considered acceptable, it will be discussed in more detail under the section on Housing Mix later in the report.

- 6.11 The principle of residential development at the Site has been established by the OPP and the proposed development accords with the established vision, reflecting the detail set out in the aforementioned outline plans and documents.

Reserved Matters – Layout and Access

- 6.12 Matters relating to access include consideration of the accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Consideration of layout includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development
- 6.13 The NPPF encourages sustainable travel and supports opportunities to promote walking, cycling and public transport use (paragraph 108) together with the provision of safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and avoiding street clutter (paragraph 116).
- 6.14 Policy M15 of the Dartford Local Plan states that Developments must be appropriately located and make suitable provision to minimise and manage transport impacts that arise. The Policy states that new and major development sites should include layouts and routes into and dedicated for Fastrack, busses and taxis. These should ensure good connections to make community services and jobs easily accessible to all users (residents) of the development and to assist the feasible and efficient operation of transport services. Policy M16 promotes the prioritisation of walking, cycling and public transport through clear linkages and permeability as well as requiring spaces to be designed to be inclusive, safe and accessible for the whole community. Policy M1 of the Local Plan requires high quality design which facilitates a sense of place with social interaction, good permeability which integrates public space and reduces the fear of, and opportunities for, crime while Policy M16 seeks to ensure developments are of a design and layout to promote walking, cycling and public transport use through provision of attractive and safe routes.
- 6.15 Ebbsfleet Implementation Framework Delivery Theme 3 (Connected People and Places) promotes legible networks and the creation of safe, integrated and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport while Delivery Theme 1 (Quality Homes and Neighbourhood) seeks to ensure that the design of new neighbourhoods follows good urban design principles to deliver, attractive, safe and efficient layouts that contribute positively toward an appropriate character for Ebbsfleet.
- 6.16 Broad locations and principles for connections and road corridors within EQ have been secured under the outline consent. The Transport Strategy and the site-wide masterplan established the network of streets within EQ to be laid out in a grid network, with the Fastrack corridor in the most prominent and accessible location running east-west right through the middle. Further detail on the movement network has been set out in the AMP which establishes appropriate street typologies, including dimensions and opportunities for planting, according to their location and character of the site. The location of streets where direct access would be permissible are identified, together with typical design layouts. The AMP further sets out that development in the Market Centre character area should provide a connected welcoming heart with space to enjoy, dwell and move through. There should be a strong positive relationship between the built form and public realm to enhance attractiveness and vibrancy. Blocks should be broadly characterised by edges and centralised car parking areas within the core of the block, not visible from the public realm.

- 6.17 The site is tightly constrained by its size and shape. It fronts the Fastrack route, the details of which have been approved under a separate reserved matters consent. It sits immediately to the south of the access road, which forms part of the Education Campus consent. The shape of the site has significantly influenced the proposed layout. Likewise, access and layout have been largely determined by the location of the consented access road and the fixed location of Fastrack through the heart of Alkerden. The site is laid out with two four storey blocks of flats at western and eastern ends of the site, each with integrated cycle stores and associated refuse stores. In between, there would be five terrace blocks of houses and four pairs of semi-detached coach style houses (FOGs) to the north of the site. The site is laid out with a central internal laneway which provides access to the parking beneath the Coach Houses. This area would be laid out with street furniture, raised planters and street trees. Between terraced blocks three and four, a wide landscaped walkway is provided to provide permeability into the site for pedestrians from Fastrack, this leads up to Portbridge Gardens.
- 6.18 Vehicular access and parking to the application site is provided via Portbridge Gardens to the north of the application site. This is a tertiary street, designed for low traffic volumes and would not function as a through road. This road will also serve as the main route to the Education Campus in its first year of opening, after which time it will become a secondary access point for staff only. It will also be used by refuse lorries and service vehicles to the Education Campus, including sports hall immediately to the west of the site, as well as providing access to Parcel 3. In accordance with the AMP and to prioritise the public transport corridor, there will be no vehicular crossing over Fastrack in this location. As aforementioned, vehicular access into the site would be via Portbridge Gardens to the north of the site from a slip road into the internal laneway which provides access and manoeuvring Service and refuse vehicles would use the internal laneway and there would be a strategically placed turning head within the laneway for larger vehicles. Along Portbridge Gardens, there would be a number of car parking spaces covered with Timber Framed Pergolas.
- 6.19 There are no streets intended for adoption by KCC within parcel 3. The internal routes are for access only, with the surrounding streets the subject of existing consents. Swept path analysis drawings for refuse and fire vehicles around the access points to the site have been provided by the applicant and examined by KCC Highways. These are considered acceptable. KCC Highways have recommended details for conditions of visibility splays. A condition is recommended to ensure they are delivered and maintained.
- 6.20 Access for refuse vehicles has been considered and a strategy submitted with the application. Refuse storage is provided in separate communal areas for each block and within the private rear gardens for the houses. Collection points are detailed on the plans. Refuse will be generally collected by the vehicle entering the internal laneway for the houses and flat block 2 to the east of the site. Tracking drawings have identified that there is sufficient space for manoeuvrability for an 11.5m refuse truck to enter and leave the site in a forward gear. KCC highways raise no objections to this. Regarding flat block one (to the west) and terrace row blocks one, two and three, refuse would be collected via Portbridge Gardens. Again KCC highways raise no issues regarding this collection.
- 6.21 During the course of the application, amendments have been sought to enhance the visual appearance of the internal laneway. Previously, the internal laneway was laid out with entirely hard landscaping with no planting and soft landscaping. Having reviewed the application with the applicants, it was decided to enhance the visual

appearance of the internal laneway by incorporating a soft landscaping scheme. This included the provision of 8 planters with trees to the rear boundary walls of the Fastrack houses to provide a softer landscape. These planters measure 1m in their depth. A number of trees are also proposed to be planted within this area and near to the proposed turning head. Under drawing MBSK240707-01-P1 it has been demonstrated that the enhanced soft landscaping would not prejudice highway and vehicle movements within the internal laneway. KCC Highways have raised no objections to this and it provides a softer and more enhanced urban environment which is welcomed.

- 6.22 Car parking would generally be located under timber pergola structures along Portbridge gardens and within undercroft parking beneath the coach houses. These methods of marking management would conceal parking and would ensure that parking is screened from view. Proposals for undercroft parking is very much preferable to on street parking. While it is acknowledged the scheme would present some on-street parallel parking spaces, this is accepted due to the constrained layout of the site. Due to the constraints of the site, some on street parking is accepted and the use of pergolas therefore welcomed. It meets the requirement of the AMP for parking to be located away from the public realm and not within sight of Fastrack. It is therefore strongly supported. Access to the parking areas would be provided through rear gates in the private gardens offering direct access to the parking spaces while maintaining principal orientation towards Fastrack.
- 6.23 The primary pedestrian and cycle access to the site will be from the Fastrack route. This route will serve only pedestrians, cyclists and bus users. Private motorised traffic will be prohibited. The blocks of flats and the houses all have a small frontage area with openings directly onto the Fastrack Route, thereby helping to activate the space along Fastrack.
- 6.24 Between terrace row three and four there would be a wide footpath which provides direct access from Fastrack to the internal laneway and then a path leads up from the internal laneway to Portbridge Gardens. Cyclists will be able to enter the internal laneway area from Fastrack to access associated cycle storage facilities. The Coach Houses would have their primary entrance along Portbridge Gardens, however owing to the site permeability and its connectivity through the shared walkway between terrace rows three and four, occupants of these properties can access them via steps up from the internal laneway. This also improves connectivity to Fastrack whereby a bus stop is proposed to be outside the site providing frequent services through EQ to Bluewater, Ebbsfleet International, Dartford and Gravesend.
- 6.25 The proposed layout provides a symbol of intent regarding the promotion of sustainable travel, with access to public transport and walking/cycle routes to the front of the building and vehicular access provided at the rear of the site, away from the main entranceways. This is strongly supported.
- 6.26 Given the above, it is considered that the proposed site layout is considered acceptable and would accord with National and Local Planning Policies. The layout of the site would practically organise buildings in a way that reflects their hierarchy within the Market Centre Location. The inclusion of Coach Houses to the north of the site helps to activate the Portbridge Gardens frontage. The proposed car parking has been laid out satisfactorily in way that is concealed from view which accords with the AMP and as such would not be visually intrusive and there are no concerns with accessibility of larger vehicles e.g. refuse vehicles entering the site. It is considered that matters of access and layout have been well considered within a constrained development parcel. The proposed approach is strongly supported.

Reserved Matters - Appearance and Scale

- 6.27 Consideration of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings. Matters of scale are intrinsically linked to good design quality. Matters of appearance refer to a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 6.28 Policy M1 of the Dartford Local Plan states that developments must demonstrate that it is designed in line with the National Design Guide and the National Model design code, considers the principles of Kent design. Proposals must satisfy the following *inter alia*:
- Opportunities to create appropriately distinctive high quality and beautiful places should be taken.
 - Facilitate a sense of place with social interaction, a physical environment encouraging health and wellbeing, attractive active environments and travel options, and secure, inclusive and integrated neighbourhoods through a mix of uses and careful design.
 - Provide permeability for the site to sufficiently connect with its surroundings and for the public to traverse through the site, through clear pedestrian and cycle linkages and, where appropriate, active frontages, open streets and a fine grain mix of buildings and spaces.
- 6.29 Policy M1 also states that development must be shown to be suitable in terms of its height, mass, form, scale, orientation, siting, access, articulation, detailing, roof form and landscaping relative to neighbouring buildings and to the wider locality. Materials must support a sense of place and relate well to the local character.
- 6.30 The NPPF sets out the creation of high-quality buildings and places as being fundamental to planning. It identifies good design as being a key aspect of sustainable development, creating better places in which to live and work and helping make development acceptable to communities (paragraph 131). It states planning decisions should ensure developments add to the overall quality of the area for the lifetime of the development, demonstrate good architecture, are sympathetic to local character and history including the surrounding built environment (paragraph 135) and states that development that is not well designed should be refused, especially where it fails to reflect local design policies or take into account any local design guidance (paragraph 139).
- 6.31 The AMP identifies design parameters for this site as being high density development of at least three storeys. The site sits within the Market Centre character area, which should feature high-quality buildings characterised by taller building forms. Architecturally, ground floors should form a plinth to the overall building form and should be open and welcoming with obvious entrances to allow for positive interaction with the public realm. Upper floors should include elevational details that break up the overall mass to provide visual interest including balconies (projected or cut out), varied roof forms and roof gardens. Each group of buildings should provide an individual architectural style, to provide a varied architectural style across the character area. Buildings should typically be bulkier than elsewhere in Alkerden, to emphasise the hierarchical importance of the Market Centre. They should feature clean lines and an identifiable rhythm of window/balcony/entrance positions. Elevations should be further

broken up by interesting details (e.g. recessed windows, projecting balconies and contrasting brick detailing) in accordance with the chosen design narrative.

- 6.32 In addition to Parcel 3's location within the Market Centre character area, the AMP sets out that the eastern edge should be signified by a 'gateway building' and the western edge should be denoted as a 'Key Fastrack corner'. These buildings should be distinctive but should not attempt to compete architecturally with more important buildings in the hierarchy for Alkerden, such as the Education Campus or around Whitcliffe Square. Primarily, the corner buildings should ensure strong building frontages on both sides of the corner. They should also follow the common design requirements for Fastrack.

- *General Design Considerations*

- 6.33 The design narrative for the site has been drawn from the Design for Ebbsfleet guidance and adopts the Coombe Narrative which has been developed for the landscapes of EQ which are characterised by surrounding Chalk Cliffs and a range of gradients sloping down to the lakes on the southern boundary. The Pinch Architectural Language has been developed for the steep slopes within EQ and identifies details such as a grey/black plinth to deal with the steeper level changes and to use this as an opportunity to feature this. Materiality and colour should generally reference the chalk cliffs and upper windows should be dominant in the architectural composition of each home. The architectural narrative for the site is further developed by the applicant taken from a local vernacular analysis of local Georgian architecture, predominantly in Gravesend. With examples drawn from Neoclassical banding and plinth taken from local buildings and streets including Harmer Street and Blakley Crescent and banding from the Clock Tower as inspiration forming the development. Wide gables are drawn from the riverside buildings along Commercial place in Gravesend with brick detailing and materials being informed by the local character within Gravesend. These design inspirations draw on key principles from the late Georgian architecture in the area. Through use of the Georgian narrative for the site, the applicant has also responded well to the requirements of the AMP. These features and how they are applied to each proposed housing typology are described in detail below.
- 6.34 In terms of scale, between the four storey blocks of flats are five terraces of three storey terraced townhouse style dwellings with large front facing gables. Dropping the height of the buildings from four stories to three stories helps to break up the overall massing and provide a more human scale to the development. The two flatted blocks owing to their scale and design in comparison to the terraced housing help to form key Fastrack corners. This is a positive response to the AMP requirements for the type and density of development in this location in a way that does not result in an excessively bulky form of development
- 6.35 Throughout the development, a unifying feature along all the buildings is the formation of a 'plinth' feature which is demarcated with red brick banding to the flats and grey concrete banding across the houses which helps to form a unifying plinth beneath the more varied upper floor elevations and deliver a key design feature of the 'Pinch' as identified in the Design for Ebbsfleet guide. The creation of a ground floor plinth is also a requirement of the AMP for this character area. This is also reflects a common feature of local Georgian design in Gravesend whereby stone is used at the ground floor level to form a plinth beneath upper storey brick facades.
- 6.36 The proposed mix of dark grey and red hues with intercepted buff-coloured hues within the development help to integrate and also provide a contrast to much of the Fastrack route through Castle Hill where buff coloured bricks dominate the street scene. This

helps to transition into Alkerden while the distinctive appearance informs a different townscape and identity. The use of different bricks at regular intervals help to form a consistent rhythm and the dark greys used for the apartment blocks provide some distinction and help to define the start and end of the development along the Fastrack elevation.

- *Apartment Blocks fronting onto Fastrack*

- 6.37 In addition to Parcel 3's location within the Market Centre character area, the AMP sets out that the eastern edge should be signified by a 'gateway building' and the western edge should be denoted as a 'Key Fastrack corner'. These buildings should be distinctive but should not attempt to compete architecturally with more important buildings in the hierarchy for Alkerden, such as the Education Campus or around Whitecliffe Square. Primarily, the corner buildings should ensure strong building frontages on both sides of the corner. They should also follow the common design requirements for Fastrack. It is proposed that the apartment blocks are to be finished in dark grey hue brickwork for the apartment blocks with red brick decorative detailing to the quoin detailing and to the plinth banding across the development.
- 6.38 Two distinct roof designs are afforded for each apartment block. One of the apartment blocks which is at the western end of the site adjacent to the Alkerden Education Campus has been designed with a flat roof whilst the flatted block at the eastern most end of the site adjacent to the linear park has been designed with an asymmetric gable style roof.
- 6.39 With regards to the apartment block to the western end of the site, as aforementioned, this block is a four-storey block designed with a flat roof. The overall design regarding the form and scale of the building in this location is considered appropriate. This block draws from architectural cues from the adjacent Alkerden Education Campus which is a substantially larger building in terms of its overall height but is a flat roof building. The proposed flat roof would be finished with a row of contrasting brick soldier course detailing. The proposed flatted block, acts as a book end drawing its architectural design in terms of its roof form from this building having a flat roof is considered a suitable design choice which would complement the adjacent buildings at the Education Campus but generally this building would be at a lower scale which would therefore respect and would not compete architecturally with the Education Campus being the more important building within the hierarchy of Alkerden, while providing an appropriate transition in building scale between the campus and the application site.
- 6.40 With regards to the block to the eastern end of the site, this is a four-storey block designed with an asymmetric roof form. This would have a relatively slim profile and would be finished with a soldier course row below following the design of the roof. This building would be at the gateway into Alkerden from Castle Hill along Fastrack as identified in the AMP. The design of the asymmetric roof provides a distinctive treatment and appearance to the building to serve as a key building, in compliance with the AMP requirements.
- 6.41 It is intended that the apartment blocks are faced in dark grey tones of brick. The use of the same material palette for the two end blocks help to distinguish these blocks as the key marker buildings which bookend the development which is part of the design solution for the 'gateway buildings' and 'Key Fastrack' corner buildings as per the AMP requirements. Delivery of the plinth is achieved through provision of dark red brick banding between the ground floor and the first floor of the building.

- 6.42 Particular attention has also been paid to the fenestration with regards to decorative finishes. All of the fenestration on the apartment buildings are either finished with projecting quoin detailing at a depth of 15mm or brick soldier course. These are finished in the same red as the banding and the roof line soldier course. These add contrast to the dominant dark grey brick on the building adding additional visual interest to these blocks.
- 6.43 Both blocks have been designed to create an active frontage fronting onto Fastrack. The Fastrack elevations would have front facing balconies (to be discussed later) with floor to ceiling height doors spanning the width of the balcony at the left and right hand side of the building. In the central elements of the front elevations, the buildings would have full height windows with lintel heights that match those of the doors on the balconies. The uniformity of window heights, their placement and their full size on the front elevation helps to inform an active frontage which is a requirement of providing a landmark building in this central location and helps to provide appropriate levels of brick and glazing on these front elevations.
- 6.44 With regards to block one (to the west) and Block two (to the east), their rear elevations, and side elevations have windows of varying sizes. On the side elevations, the windows are predominantly full height with quoin detailing, there are also some smaller windows on this elevation. The layout and the size of the windows on these elevations helps to create an active frontage, particularly when viewed from Alkerden heading towards Castle Hill and when viewed from Portbridge Gardens and the Linear Park. This helps to reinforce the status of these buildings as key Fastrack buildings by providing additional architectural interest with regards to finessing around the windows by reason of the soldier course bandings and quoin detailing. A simpler approach has been employed to the rear elevation of this block with regards to its fenestration layout which is a result of the floor plans of the flats. The proposed fenestration has been laid out with full height clear glazed windows in the centre of the building which serve the circulation core of the building and smaller obscure glazed windows are proposed on either side of the circulation core which serve bathroom areas. The use of clear glazing in these elements helps to create an activated façade.
- 6.45 The proposed fenestration on these buildings would be uPVC windows finished in a Black colour (RAL 9004). The proposed materiality of these windows and the colour are considered appropriate. Whilst the majority of the nearby buildings e.g. are finished with Anthracite Grey uPVC windows, the proposed use of Black colour is considered acceptable and helps to create its own identity for these buildings.
- 6.46 Under the initial designs of the scheme, the entrance ways to the apartment blocks were not emphasized strongly enough given the scale of the buildings and given that these buildings are acting as Key Fastrack buildings. As such, these have been enlarged with projecting porch style features which help to act as a centralised focal point and helps to celebrate the entrance into the apartment blocks. The entrances are now more clearly articulated and these revised entrances are considered appropriate given the scale of the proposed development and to assist with legibility and waymarking.
- 6.47 During the course of the application, there has been much dialogue between the applicant and EDC officers with regard to the design of the balconies. The initially submitted plans included 'bolt-on' style balconies, inasmuch as they were not well integrated into the building and did not present a high-quality design. The original scheme used simple bar style of balustrade and the overall form was not well grounded at ground floor level. Furthermore, they failed to add any character to the landmark buildings. The amended scheme now includes laser cut style balconies. The detail yet

has not been agreed and would be subject to condition. However, it has been discussed with the applicant that they need to be bespoke and will need to be based on a pattern relative to the locality, such as local significant monuments. In addition, on the ground floor, 0.6m high walls (of matching brick to the building) topped with decorative balustrade have been introduced to help integrate the balconies within the fabric of the building rather than appearing as a free standing 'bolt on' feature. These design features cumulatively add additional character and help to form a distinctive scheme and help to mitigate against potential use of screening which is observed in more simple rail balconies where residents wish to create some privacy. Further conditions for architectural detailing and materials for the balconies will be included.

6.48 In summary, with regards to the blocks of flats which are identified as 'Key corner' and 'Gateway' buildings, for the reasons outlined above paying particular regard to their overall shape/scale, materiality, balconies and elevational treatments it is considered that these blocks have successfully met the requirements of the AMP and they have been designed in a way to function as a landmark buildings that accentuate these corners as complementary buildings upon entering Alkerden along Fastrack.

- *Terraced Houses Fronting onto Fastrack*

6.49 The proposal includes five terrace rows comprising of 32 town houses. These houses will be three stories in height with a wide front facing gable feature with two houses per gable feature. The roof profiles would be finished with a single brick vertical soldier course detail of the same brick as the main dwelling.

6.50 Within this part of the development, terrace rows one, three and five would be designed with projecting porches whilst rows two and four would be designed with recessed porches. Generally, this is considered to be a welcome design consideration to add architectural depth and interest and is a design consideration that is welcome to help add character and visual interest.

6.51 On each front-facing gable, there would be a projecting brick feature laid out in a decorative pattern. Limited information has been provided with regards to how the design is informed and how deep the projecting bricks will project out of the gable. Whilst the principle of this is considered acceptable and adds a distinctive feature to the buildings, a condition will be imposed requiring details of the projecting pattern and how these patterns have been informed and details to secure at least 25mm depth of these bricks projecting prior to slab level works.

6.52 The proposed scale is considered acceptable at this location. In accordance with the AMP, building heights should generally be at least three stories in height. While it would be preferable to deliver high density development along the Fastrack corridor, the proposed houses would be three stories in height with pronounced large front facing gables which add additional height to these buildings and it is recognised there is no policy requirement that restricts houses along Fastrack. The houses are also flanked by the apartment blocks which supplement some additional height across the scheme. As such, it is considered that these three storey buildings would have an acceptable visual impact and would not compete with these 'status' buildings on the site and would still conform with the AMP.

6.53 It is intended that terrace row block one and five would be finished in red brick. At ground floor, these dwellings would have elements of dark grey banding to emphasise the plinth detail and at first floor the quoin detailing would be in dark grey. Terrace row block two and four would be finished with buff coloured brick with soldier coursing above the windows. Terrace Block three is proposed to be finished in the same grey

brick and contrasting brick work to the quoin detailing as the flatted blocks. This would be the centre post positioned row of terrace houses. The use of this colour pallet draws reference to the Fastrack corner blocks and helps act to tie the development together. The dwellings would have a stone band between ground and first floor to demarcate the plinth feature running through the site. The same stone work would also be utilised to form the cills for the windows. The quoin detailing would be 15mm around the windows which has been established as acceptable due to building regulation requirements. While the exact nature of brick projection is contested, in the instance of the quoin detailing, 15mm is accepted given the contrasting brick colours. An appropriately worded condition is recommended to secure high quality brick of an appropriate tone.

6.54 With regards to the proposed fenestration, these have taken inspiration from the Georgian building types found in nearby Gravesend. The hierarchy of fenestration of the houses include full height doors and windows at first floor and simple basic balustrading to the Juliet balconies at first floor level. The proposed fenestration on these buildings would be uPVC windows finished in a Black colour (RAL 9004). The proposed materiality of these windows and the colour are considered appropriate in the overall palette and is a welcome departure from the majority of the nearby buildings finished with Anthracite Grey uPVC windows and helps to create its own identity for the site.

6.55 In summary, subject to conditions securing quality with regards to the proposed brick work on the houses, the proposed design, scale and the principle of the materiality of these houses is considered to be acceptable and successfully meets the requirements of the AMP.

- *Flats over Garages (Coach Houses)*

6.56 The proposed coach houses are accessed via Portbridge Gardens to the north of the site. There would be four blocks each containing two residential dwellings. The proposed coach houses would be designed with two front facing gables per dwelling. Each coach house block would be finished in either red or buff brickwork in an alternating pattern along the streetscene. Along the bottom of the dwellings the elevations include a stone band which would represent the plinths through the site. Along the front elevation there would be an entrance door accessed via steps.

6.57 Initially concerns were raised with the design and activation of these dwellings along the Portbridge Gardens Street Scene. Amended plans have been submitted to the Development Corporation which have resulted in further detailing. The amended plans included the installation of enlarged windows, quoin detailing surrounding the windows and projecting brick detailing within the front facing gables. These coach houses draw on architectural design elements from the Fastrack houses and the houses to the north of the site in Parcel 7.

6.58 From the Portbridge Gardens street scene, the amendments to the elevations and the overall design of the coach houses results in the formation of an attractive street scene frontage which complements the surrounding neighbourhood.

6.59 With regards to the rear elevations of the coach houses, these are considered to be relatively 'flat' frontages by reason of their simple architectural detailing. However, while the ground floor parking is not activated, the proposed rear elevations do create overlooking and activation at higher level within the rear internal laneway. The proposed rear elevation of these dwellings are designed with the 'plinth' constructed from stone between the car parking and the residential accommodation above. The

proposed fenestration has been articulated with large windows with quoin detailing. The flats would also have recessed balconies which help to activate the rear elevation. As such, it is considered on balance that the coach houses form a small part of the development, their design complements the wider Portbridge Garden street scene and whilst they have a simple rear elevation when viewed from the internal laneway, some activation and architectural interest is provided within the rear internal laneway.

- *Conclusion*

- 6.60 Subject to relevant conditions, it is considered that the proposed development will deliver a high-quality scheme, which is visually appealing and characterful. The proposed brickwork has been conditioned to be within particular brick colour hues. These have been steered by the EDC's Head of Design to secure a varied and high quality material palette. The scale appropriate along the Fastrack frontage and provides the requisite level of enclosure onto this key corridor within the centre of Alkerden. Meanwhile, the stepped form of the buildings addresses the adjacent scale of the education campus and emphasises the landmark buildings. Locally specific features, such as the use of a ground floor plinth, brick banding, varied window surrounds and a bespoke balcony design are particularly welcomed in accordance with the Design for Ebbsfleet guide and the AMP. The proposed development is considered to not only successfully address the Fastrack Street scene, it also successfully address Portbridge Gardens to the North and the Linear Park to the east of the site providing active frontages to all street elevations. Overall, the scheme is of a very high-quality and is considered acceptable with regards to matters of scale and appearance.

Reserved Matter – Landscaping

- 6.61 This reserved matter considers the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the Site and the area in which it is situated including screening by fences, walls or other means; the planting of trees, hedges, shrubs or grass; formation of banks, terraces or other earthworks; the laying out or provision of gardens, courts, squares; and the provision of other amenity features. The NPPF states that planning decisions should aim to ensure developments are visually attractive with appropriate and effective landscaping (paragraph 135). Identifying the importance of good landscaping is also intrinsic to good quality design.
- 6.62 Policy M14 of the Dartford Local Plan states that Major developments will be expected to deliver a landscaping scheme that is visually attractive, enhances biodiversity, uses native species, incorporates sustainable drainage measures, and helps to mitigate and adapt to climate change. This will need to incorporate the following elements:
- a. New trees and other landscape features should be used to create attractive new streets and provide appropriate natural shading on buildings, at street level and on open spaces.
 - b. Planting of particular species should be considered to reduce the impact of air pollution.
 - c. Management and maintenance of the landscape for the lifetime of the development will be required to ensure that landscape and biodiversity features are maintained.
- 6.63 Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscape to promote healthy landscapes and encourage active lifestyles.
- 6.64 The AMP sets out extensive detailing for the designs of open spaces and planting within the public realm. This is further supported by the EDC's Public Realm Strategy. Guiding principles are established to ensure a high-quality approach to landscaping is

embedded within developments having consideration to health and wellbeing. A tree strategy has been developed identifying different species to develop a narrative for different areas of the village, including details on preferred tree sizes. The Market Centre will contain trees that are formal in habit with clear stems. These will consist of well-designed avenue trees and specimens that will grow to have large canopies able to give a suitable presence against the larger buildings.

- 6.65 Within the Market Centre character area, the AMP sets out that sufficient space should be made between buildings to allow public realm opportunities to occur to ensure vibrancy and a place that is for pedestrians to enjoy. Hard surfaced frontage plazas/streets should be provided, incorporating trees, planters and areas of seating. Public spaces in this area should also incorporate street furniture of materials typical of urban environments.
- 6.66 Parcel 3 is a site tightly constrained by its shape and size, particularly given the ambition for high density housing in this location. This has implications on the amount of space available for landscaping and greening. Where practical, parking has been located in undercroft spaces beneath the coach houses to maximise the available space for landscaping.
- 6.67 With regards to the soft landscaping strategy, a planting plan has been produced for the site. The planting plan outlines that all residential dwellings would be planted with species rich grass lawn in front defensible spaces and private rear gardens. Surrounding the apartment blocks and in front of the coach houses the plans indicate mixed shrub and herbaceous planting. Between terrace blocks three and four, there would be an area with mixed shrub and wildflower seed mix planting. Adjacent to the entrance into the site along Portbridge Gardens there would be an area of mixed shrub and wildflower seed mix planting. Along Portbridge Gardens within the designated car parking area, there would be eight areas with hedge planting.
- 6.68 With regards to tree planting, there would be a total of 52 trees planted throughout the site located to the north-western section of the site, adjacent to the proposed timber pergolas for the parking; to the most western area of the site surrounding the car parking areas; to the north-east of the site along Portbridge Gardens; within the internal lane way; and to the eastern boundary of the site.
- 6.69 Within the internal laneway, behind terrace blocks four and five, 8 trees and 8 raised planters are proposed. The proposed planters would have a depth of 1 metre and would have a height of 0.45 metres. Initially concerns had been raised with regards to the internal laneway. Initially, the design of this space was entirely hard landscaped with no soft landscaping. To address this the applicant has revised the internal laneway by providing six raised planter beds which can also act as informal seating. Within these planters, eight trees (species to be confirmed under condition 10) are proposed to be planted as well as shade tolerant plant species. To the west of the turning head a grassed area and six trees are proposed (species to be confirmed under condition 10). Between apartment block two and the Coach Houses, three trees are proposed (species to be confirmed under condition 10). The planting of trees in this location help to further add structure and help to soften the landscape, thus addressing these concerns.
- 6.70 During the course of the application, EDC's landscaping consultant has reviewed the application. Their comments state that the submission of a tree planting and planting strategy is welcomed and provides an indication of what the character of the planting is intended at the site.

- 6.71 The consultant has stated that a large proportion of the planting beds along the internal laneway to the northeast of the site would be shaded owing to their orientation and the rear boundary treatments of adjacent private gardens. They advise that the submitted planting schedule would not work in this location and that a new planting palette should be worked up with new plant and plants which show plants that can thrive in full shaded conditions. This planting palette should also ensure that there is year-round interest and a good proportion of evergreen shrubs so that structure is maintained within these internal areas. As mentioned within the ecology section of the report, there are also concerns with regards to the species mix. KCC Biodiversity officers state that planting should demonstrate that at least 25% of planted species are native species and an additional 25% will be beneficial to biodiversity. Whilst the principle of the planting is welcomed, concerns are raised from a landscaping and biodiversity perspective regarding the suitability of the planting. Condition 10 ensures that these issues are addressed.
- 6.72 The inclusion of trees within the internal laneway/mews street are a welcome addition. However, concerns are raised with regards to the suitability of the trees proposed. The submitted plans indicate that the trees would have a trunk girth of 12-14cm. This is considered unsuitable. The Ebbsfleet Public Realm Strategy provides street tree guidance for these types of streets (which are Level 4-Homezone & Mews style streets) identify that trees in these locations would need to be at least 4m in height when planted and should have a girth of 20-25 cm. Such trees should also have a clear stem of 2.4m or a multi stem with a height of 3.5 to 5m. Their fully grown size should have a canopy width of 3m. It is considered necessary to have sufficiently large trees in this location to overcome issues of overlooking identified between the rear of the houses and associated gardens fronting Fastrack and the windows and balconies of the coach houses. With regards to other trees within the site, the proposed species are too small for the location according to the Public Realm Strategy. The remaining trees would need to be uplifted in their size with at least an 18-20cm girth size. Trees located between the parking bays to the northwest of the site need to be uplifted to semi-mature sized trees with 20-25 cm. The landscape consultant also state that there needs to be a more diverse mix with regards to the trees. Therefore, the principle of tree planting and the location of the planted trees within the site are welcomed and are useful at this reserved matters stage. However, as amendments are required for the species of trees as their species are not suitable for the development, a detailed tree planting specification are to be provided and a management plan of these trees.
- 6.73 Concerns have been raised with regards to the depths of the proposed raised planters within the internal laneway being 1 metre in depth as it was initially considered that the planters could not have sufficient space and soil volume to support the growth of these trees. However, there are conflicts with providing deeper planters and highway movements. Due to the constrained nature of the site, it would not be possible to get the required manoeuvrability of a refuse vehicle in the site and it is not possible to use the Fastrack corridor as a means of collection. However, revised comments from the landscape consultant have confirmed that whilst these are narrow planters, an enlarge root cell system located beneath the permeable paving of the laneway could help overcome this to enable space for roots to establish. As such, it is considered that conditions can be sought to ensure that details of the root cells are submitted to and approved by the LPA prior to when the paving surrounding the tree and raised planters installed, which would help to ensure that suitable conditions are established to ensure trees can grow without problems in these locations.
- 6.74 Within the site, the proposed hard landscaping throughout the site appears to be of a high quality. The proposed plan includes a mixture of block paving varieties with differing patterns delineating parking spaces, footpaths and turning heads within the

site. The plans indicate that these areas are to be coloured in varying shades of Grey. Whilst a grey material palette would be acceptable for hard surfacing, a condition requiring details of material, block size and colour to all hard surfaces is to be proposed.

- 6.75 Internally, between the gardens of the houses there would be 1.8m high close board timber wooden fencing. To the rear of the gardens there would be a 1.8m high brick wall finished in brickwork matching to the corresponding house. These walls would also have a 1.8m high wooden gate.
- 6.76 The application site fronts onto Fastrack which is a Street Level 1 as set out in the Design for Ebbsfleet guidance on street hierarchy. This is a street that connects the villages across Ebbsfleet which should provide a wide tree lined boulevard accommodating segregated cycle tracks, footpaths and planted verges. The guidance states that front boundaries of houses should be enclosed with a waist height wall. These walls act as a front boundary which helps to create a well-defined and defensible space. Amended plans have been received to include 0.6m high walls to the front of the houses, and a 0.6m high wall plus 0.5m high balustrade to the front of the Fastrack apartments, finished in brick matching that of the building they are located in front of. These details are considered acceptable in this regard. The proposed walls help to delineate between private and public space and in this instance accords with the street guidance outlined within the design for Ebbsfleet. This is an element of the proposal which has been amended through the negotiation of the scheme. Whilst the principle is considered acceptable, the final detail would be secured by condition.
- 6.77 With regards to the proposed boundary treatment between the rear gardens, 1.8m high timber fencing is proposed. Whilst this fencing is considered adequate by reason of its height to ensure privacy is maintained within the rear gardens, limited details have been provided, therefore a boundary treatment condition is recommended to secure fencing details.
- 6.78 With regards to the proposed rear walls of the gardens, concerns have been raised that the use of a 1.8m high brick wall fails to activate the internal laneway/Mews Street to the rear. However, it was considered that a lower wall would fail to provide residents of these houses with adequate privacy within their rear gardens which would fail to meet Dartford Local Plan Policy M9 which requires private gardens to be functional and to have accessible and secure entrances. However, it is considered that the proposed soft landscaping added along the rear boundary would soften the appearance of the walls. It is also considered that should lower walls have been proposed, it may have resulted with future occupants of the houses retrofitting their own rear boundary treatment in an ad hoc manner harming the visual amenities of this mews street environment. Whilst this rear boundary treatment is considered adequate by reason of its height to ensure privacy is maintained within the rear gardens, limited details have been provided, therefore a boundary treatment condition is recommended to secure fencing details.
- 6.79 Turning to street furniture, along Portbridge gardens open aspect timber framed pergolas are proposed to enclose and cover 26 parking spaces. The principle of this is welcomed. The proposed plan also includes the installation of three benches within the main area of the rear laneway/mews street orientated facing each other. This is welcomed to help foster community cohesion and provide a central meeting place for residents and the wider Ebbsfleet community. No detailing has been provided with regards to product specifications of the street furniture namely the benches and the pergola structures. Whilst the principle is welcomed, a condition will be imposed to

ensure that full details are to be submitted as condition to secure the highest quality for the street furniture.

- 6.80 Overall, it is considered that the proposed landscaping strategy optimises the best use of a highly constrained site within the urban location of the site. Its layout and design make for an attractive internal laneway and mews street whilst raised planters with integrated seating and proposed seating areas will help to foster community cohesion in the spirits of Garden City principles. The principle of the hard and soft landscaping is considered acceptable. Some issues have been raised regarding planting species and insufficient information regarding product specifications regarding street furniture such as benches and pergolas have been provided. However, this would not detract from a high-quality landscaping scheme in principle. As such, the landscaping proposals are therefore supported subjected to condition and the development is considered acceptable in this regard.

Highways and Parking

- 6.81 The NPPF strongly advocates consideration of the impacts of development on transport networks and infrastructure, management and appropriate mitigation of environmental impacts arising from traffic and transport infrastructure, and promoting development in locations which are, or can, be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. It identifies that opportunities to promote walking, cycling and public transport use should be pursued and recognises that patterns of movement, streets, parking, and other transport considerations as being integral to the design of schemes, contributing to making high quality places (paragraph 108).
- 6.82 Policy M15 of the Dartford Local Plan seeks to manage transport demand for Fastrack stating that new major development sites should include layouts that allow for routes into and dedicated routes within the site for Fastrack, buses and taxis. These should ensure good connections to make community services and jobs easily accessible to all users/ employees and assist the feasible and efficient operation of transport services.
- 6.83 The Ebbsfleet Implementation Framework seeks to deliver safe, integrated, and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport. The Framework also seeks to promote legible networks across Ebbsfleet to help people connect with each other and between the new and existing communities (Delivery Theme 3 – Connected People and Places).
- 6.84 In respect of the individual phases of development in EQ, the overall impact of traffic movements has been established under the outline permission. No greater parking demand or traffic movements would be generated by this permission than assessed under the outline permission. A separate assessment/travel plan is therefore not necessary in this instance.
- 6.85 The outline consent for EQ recognises that development of a site at this scale offers exciting and unique opportunities to establish its own strategy which maximise benefits offered by sustainable transport initiatives. It therefore sets out a requirement under the S106 Agreement for submission of a Parking Management Plan (PMP). The PMP was approved alongside the AMP/ADC and sets out a set of objectives which is based around the philosophy of managing car use and reducing convenience of the car. This is supported by master planning principles that have been established such as the priority location of the Fastrack corridor, convoluted vehicular routes and the creation

of walkable neighbourhoods through the provision of accessible infrastructure together with good amounts of open space, and well-connected pedestrian and cycle links. The vision for EQ is therefore a 'public transport orientated development' with the aim to embed the principle that the use of 'walking, cycling and public transport to meet daily travel needs will challenge the historic default use of the car' (PMP paragraph 2.1.2) and thereby foster a healthier lifestyle and promote community interaction. Building on this vision and based on empirical evidence and surveys of EQ, the PMP also sets out appropriate parking standards to be applied throughout the village.

- 6.86 EDC has produced further guidance in the form of the Sustainable Travel Strategy (STS) which promotes a 5-step approach by firstly promoting the use of sustainable travel, aligning parking provision appropriately, locating parking discretely, enabling vehicle charging and proactive management. This approach has been endorsed by KCC Highways and DBC. In addition to the PMP, the EDC's STS is a material consideration in the determination of planning applications in Alkerden. Within the most highly accessible areas of EQ, it sets out parking standards which are lower than those in the PMP, taking into account the proximity to a range of public transport, walking and cycling options. Under the STS, the site falls under the category 'highly accessible area', which means that it is considered to be amongst the most accessible sites in Ebbsfleet by public transport.
- 6.87 The site will be served by fast and very frequent Fastrack bus services to Bluewater, Ebbsfleet International, Dartford and Gravesend, with a stop located immediately outside the development. The site also benefits from its location in the heart of Alkerden, adjacent to the Education Campus (primary and secondary school provision), as well as the Market Centre (expected to include a supermarket, food and beverage outlets, shops, gym and other services) and the Alkerden Hub delivering several community services and facilities.
- 6.88 The site does not include any public roads. Adoptable highways surround the site and are the subject of separate planning applications and consents (which require regularisation to align with the layout of the current application, as referenced in the layout section above). Road Access into the site would be via Portbridge Gardens to the north which would provide vehicle access to the internal laneway and undercroft parking beneath the Coach Houses and further surface vehicle parking would be accessed from further along Portbridge Gardens to the pergola parking structures.
- 6.89 The total parking provision compared with the requirements of the PMP and STS is as follows:

Type	STS Requirements – Highly Accessible Area	PMP Requirements	No. Spaces Proposed
Residential:			
1 & 2-bed flats & coach houses (24)	from 0 to 19.2	24	17
3-bed houses (14)	from 0 to 16.8	21	14
4-bed houses (18)	from 0 to 23.4	36	18
	Total = 0 to 60	Total = 81	Total = 49
Visitor	20% of total = 0 to 12	2 spaces per 10 homes = 12	= 12

Van	Non-applicable	1 space per 20 homes = 3	= 0
Car Club	1 per 100-199 units = 0	Non-applicable	= 0
Total Parking	= 0 to 60	= 96	= 61
Cycle provision	1 space per bedroom = 154	1 space per bedroom = 154	= x40 apartment storage spaces + rear garden storage to dwellings. Exact number not cited
Motorcycle	Non-applicable	= 6	= 0

- 6.90 In terms of an overall parking assessment, the scheme exceeds the total STS parking target by 1 space and falls under the PMP standards by 35 spaces. Whilst there is an overprovision of parking, it is considered that the over provision of one space is a negligible over supply of parking and this exceedance would not fail to meet the parking level aspirations of the STS within this highly accessible location. Parking for the houses and coach houses would be provided on a ratio of 1 space per unit, with parking for the flats at 0.7 spaces per unit. While KCC comments regarding allocation of spaces one for every unit and reduce the number of visitor parking bays, this is not considered to align with the principles of lowering demand on single car trips and the proposed parking aligns with the STS. 20% provision would also be made for visitor parking. No M4(3) compliant units are proposed and, as such, there is no requirement for disabled parking. However, many people who qualify for blue badge disabled parking do not necessarily require a fully accessible M4(3) home. This provision is therefore welcomed.
- 6.91 Parking would be predominantly in undercroft parking bays beneath the coach houses and parking on Portbridge Gardens under timber frames pergolas off-street. As there would be no 'traditional' on-street parking, this would help to limit any informal parking which may occur given the proximity of the site to the Market Centre and the Education Campus.
- 6.92 As such the proposed residential parking levels are considered acceptable. KCC Highways have also raised no objection regarding the parking provision.
- 6.93 No specific van parking is proposed to serve the development parcel. Van parking for standard transit type vehicles would be possible within visitor spaces or within allocated spaces within the development parcel. Given the sustainable location of the phase and the fact that there is no specific requirement for van spaces within the STS, zero provision is considered to be acceptable in this high density, centrally located site and is supported by KCC Highways.
- 6.94 There is no specific provision for motorcycle parking within the site. Motorcycles would be expected to park within allocated spaces or visitor spaces. Whilst this provision is not in accordance with the PMP, the approach is considered acceptable given the STS does not require a specific provision for residential motorcycle parking, and the overall sustainability of the Site combined with the desire to reduce the quantum of parking overall.

- *Electric Vehicle Charging (EVC)*

- 6.95 The PMP identifies no specific provision in respect of EVC. Paragraph G32 of the STS states all dwellings with on-plot parking should be provided with an active charging point (with a minimum output rating 7kW – Mode 3, AC), located discretely. Paragraph G33 sets out that all dwellings with unallocated communal parking should provide a minimum 10% active charging spaces and provide passive charging spaces to the remaining 90% of the parking spaces. Paragraph G34 sets out that all other off-street parking should also provide a minimum 10% active charging spaces and provide passive charging spaces for an additional 10% of spaces (where “Passive” refers to the provision of the network of cables and an associated power supply necessary so that at a future date a socket can be added easily i.e. wiring and cable conduit in place for future use).
- 6.96 As part of the application, the applicant has not provided any detail with regards to provision of Electric Vehicle Charging, though has indicated provision would be made. However, Part S of the Building Regulations came into effect on the 15 June 2022. This part of the building regulation requires all new development to provide car parking with electric vehicle charging points.
- 6.97 The wording of Part S1 of the Building Regulations for new residential buildings state that:
- (1) *A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).*
 - (2) *The number of associated parking spaces which have access to electric vehicle charge points must be—*
 - (a) *the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or*
 - (b) *the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.*
 - (3) *Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where—*
 - (a) *a new residential building has more than 10 associated parking spaces; and*
 - (b) *there are more associated parking spaces than there are dwellings contained in the residential building*
- 6.98 Therefore whilst EV charging points are to be secured through Building Regulations, it is considered appropriate to secure details through a suitably worded condition which will be imposed to the permission to provide full details of active and passive provision of EV chargers, in addition to product specifications of chargers and ensure their location is appropriate in the interests of good design.

- *Parking Management*

- 6.99 In respect of parking management, the approved PMP recognises the need to react to parking issues as and when they may arise. It confirms that parking management should therefore be considered either as part of the Reserved Matters submission, with issue of parking controls being considered in discrete locations, or where parking problems become evident following the occupation of development.

6.100 Given the development's proximity to the education campus and Alkerden Market Centre, there is potential for indiscriminate parking to occur within the internal laneway and within the proposed parking bays contained within the wooden structured pergolas. Kent County Council officers have raised concerns with the need to ensure that parking controls are developed for residential areas to prevent nuisance parking within areas not designated for parking or causing an obstruction to pedestrians along footpaths, which has been something that has occurred at other sites. It is therefore considered necessary to secure parking management and enforcement details for the proposed development and to ensure controls are operational from the first residential occupation for parking controls for the car parking courts and residential streets to prevent indiscriminate parking. It will also seek to ensure that future purchasers are made fully aware of parking management regimes as part of purchase of this development, particularly in respect of allocation of parking where the apartments are not allocated their own spaces.

- *Cycle Parking*

6.101 The STS sets out that all new development should propose one cycle parking space per bedroom. Covered and secure parking is provided for the blocks of flats at ground floor. Limited details regarding cycle racks and storage within the flatted blocks have been provided, however the details outline that there would be 40 spaces provided for the apartments and coach houses at a ratio of one space per bedroom. The cycle stores within the apartment blocks would serve both the apartments and the coach houses. The cycle stores are accessed via enlarged doorways to ensure ease of access. However, there is limited details regarding adapted bike provision which will therefore be secured by condition

6.102 Visitor cycle parking is provided adjacent to block two to the east of the site, two covered Sheffield stands are proposed in this location.

6.103 With regards to the houses, no specific details of cycle storage have been provided. The applicant has confirmed that cycle storage would be within the gardens of these properties.

6.104 A suitably worded planning condition is recommended to detail cycle storage and number of bike stores for the houses, and details of cycle storage in the blocks of flats/coach houses.

6.105 Overall, the approach to parking has been carefully considered and largely follows the process endorsed by the PMP. The proposals strike a balance between the requirements of the PMP and the STS, both of which seek to lower the reliance on the car through the promotion of public transport and active travel modes. The approach to highways and parking has been reviewed by KCC who raise no objection to the proposals. Subject to the recommended conditions, the approach to highways and parking is supported.

Housing Mix - including Affordable Housing & Accessibility

6.106 Policy M8 of the Dartford Local Plan states that all developments should provide an appropriate mix of housing types and sizes to create vibrant and mixed communities which meet the accommodation needs of the local population and sets out:

- a. The majority of dwellings on all developments should provide two or more bedrooms
- b. Major developments should include provision of three and four bedroom homes

The policy also states all newbuild dwellings should meet the requirement of M4(2) Category 2 Accessible and adaptable dwellings with a limited number of dwellings required to meet M4 (3) wheelchair user dwellings which are sought on sites delivering more than 100 dwellings.

- 6.107 Policy M7 of the Dartford Local Plan states that residential development should aim to provide a genuine mix of housing to support inclusive neighbourhoods, with a range of rental and ownership options to meet local needs. Affordable housing should be provided on sites proposing a gain of 15 dwellings. Where proposals are to provide Affordable Housing, 35% of all dwellings should be affordable housing. Proposals should have a mix of affordable housing tenures with higher levels of social/affordable rented provision than intermediate housing products. It is noted the policy requirement for provision of affordable housing at 35% post-dates the original outline planning permission and associated s106 which requires 30%, consisting of 25% on-site delivery and 5% as an off-site contribution.
- 6.108 With regards to the proposed housing mix, the proposed development is considered to result in a compliant scheme. 85.7% of the total number of units to be delivered would be at least two-bedroom dwellings, with 57% of this being three and four bedroom dwellings. It is therefore concluded that this unit mix is considered to be policy compliant and helps to foster a vibrant and mixed community.
- 6.109 With regards to the provision of providing M4(3) wheelchair dwellings, this is a development parcel of less than 100 units and as such, this would not be required for this application. Whilst the policy requires all dwellings to be Unit M4(2) compliant, condition 30 of the outline planning permission requires 25% of all constructed dwellings to meet the Building Regulation M4(2) accessible and adaptable dwelling requirement. The Coach Houses fail to meet due to steps leading up to the entrances given the challenge in site levels which have already been established by virtue of the existing access road to the north, Fastrack to the south and development platform, all of which have already been provided. It is also recognised the 4 bedroom units are not M4(2) compliant which meet the baseline M4(1) standard as required by Building Regulations. The 3 bedroom houses are compliant and both flat blocks provide a lift which enable 30 units across the site to meet M4(3). In this instance, the scheme delivers 54% which, whilst it fails to meet the policy requirement, it exceeds the requirement for the outline planning permission and the proposed provision is considered acceptable in this instance.
- 6.110 Regarding Affordable Housing provision it is recognised that the site being defined as a major development should be providing 35% affordable housing provision in line with the Dartford Local Plan to be delivered as 25% on-site and a 5% off-site contribution.
- 6.111 The section 106 on the outline planning permission requires that 25% of each "Residential Area" coming forward under a reserved matters application to be affordable housing units. The S106 also seeks to ensure there is a proportional provision of affordable housing across Ashmere and Alkerden (combined) against occupation of the market housing (provision of 25% affordable at 25% occupation of market units; 50% affordable at 50% market units; 75% affordable at 75% market units; and 100% affordable at 80% market units).
- 6.112 The proposed development provides no Affordable Housing. Outlined within the Section 106 agreement for the wider Eastern Quarry site, the definition of a "Residential Area" is defined as "that part of any Residential Parcel within the Eastern Quarry Land comprised within a Reserved Matters Approval for Dwellings within the

Eastern Quarry Land and unless otherwise Approved by EDC comprising no less than 100 Dwellings and no more than 400 Dwellings” (where ‘Residential Parcel is defined as “land which comprises Dwellings within the Eastern Quarry Land with associated infrastructure and services or is acquired for the purpose of constructing Dwellings and associated infrastructure and services only and as identified for such purpose on the Land Use Disposition Plan”). As such, the applicant has stated that no affordable housing is required and no affordable housing statement was required for this submission.

- 6.113 The advice received from the EDC’s lawyer concludes that the submission of RM for an area including 56 dwellings does not meet the s106 definition of "Residential Area". As such, it is considered that as the site is providing less than 100 dwellings, there is no obligation to provide affordable housing. The s106 agreement continues to require that 25% of dwellings across the Eastern Quarry site as a whole are delivered as affordable housing. Accordingly, whilst the scheme fails to provide any affordable housing, given the obligations within the Section 106 for the wider Eastern Quarry site, this would not be a reason so as to justify a refusal of planning permission.

Housing Standards/Amenity

- 6.114 Paragraph 191 of The NPPF 2023 states that Local Planning Authorities should avoid granting consent for development which would give rise to significant adverse impacts on health or quality of life and should mitigate and reduce other adverse impacts arising from new development.
- 6.115 Policy M9 of the Dartford Local Plan states that residential development must provide sufficient and high quality amenity space to meet the health, recreation and functional needs of occupants and to contribute towards good design, wellbeing and wider environmental objectives. Sites should be laid out to provide for private amenity space requirements and multi-functional green infrastructure where possible. Supporting text to Policy M9 requires at least 60 SQM of private outdoor amenity space should be provided per house and flats should achieve at least 10 SQM. It also requires that in addition to private amenity space, communal amenity space for flatted developments or where sites are not within walking distance to a public open space, communal amenity should be provided on all large developments unless demonstrably unnecessary.
- 6.116 Ebbsfleet Balcony Design Guide states that balconies on flats should measure 5 SQM and for each additional occupant 1 SQM of space should be added.
- 6.117 In addition, the AMP/DC identifies a set of standards to be applied to high density living conditions which focus on space and accessibility; natural light and ventilation; safety, innovation and security; consumer information (e.g. HBF/NHBC ratings); and other matters, such as provision of dual aspect apartments and refuse and cycle storage. The AMP identifies standards to be applied to high density living conditions, such as compliance with the NDSS, dual-aspect buildings where possible.
- 6.118 The Nationally Described Space Standards (NDSS) were introduced by the Government in March 2015 as part of a revised approach to provide technical standards to drive the provision of quality housing throughout the country. Dartford Local Plan Policy M1 part 3c identifies good quality development as clearly meeting or exceeding nationally described spaces standards for new homes.
- 6.119 The nationally described space standards document (2015) provides the minimum guidance for internal space standards measured as Gross Internal Floor Area (GIA)

for a variety of dwelling types. It is confirmed that every proposed dwelling on site meets the minimum GIA for its number of bedrooms and intended occupancy. With regards to the provided bedrooms, all the bedrooms at least meet or exceed the minimum space standards of 7.5 SQM for single bedroom and 11.5 SQM for each double bedroom provided. Room widths also accord with the standards. With regards to the proposed internal heights, all the dwellings meet the minimum nationally described height of 2.3m for at least 75% of the overall GIA of the entire dwelling. The proposed internal storage requirements are also compliant with the standards.

Housing Standards – Houses

- 6.120 With regards to the proposed houses, all houses exceed the nationally described space standard for their Gross Internal Floor Area. The proposed development is considered to give rise to an acceptable standard of accommodation. With regards to the houses, each dwelling would be afforded with an adequately sized private rear garden measuring 60 SQM. With regards to the overall quality of the gardens, whilst they are north facing they are of a satisfactory size which can enable future users to fully utilise the space to facilitate a healthy and active life, and the practical and leisure needs of children and older people. The gardens would be enclosed by 1.8m high close bord fencing between the gardens and a 1.8m high timber gate and brick wall would be to the rear enclosing the gardens. With regards to overlooking, there would be opportunities for neighbouring houses to have transient views into neighbouring gardens from upper floor windows. However, it is considered that this is mutual overlooking, limited in scope and is considered reasonable within a densely developed suburban environment. As such, it is considered that the level of outlook/overlooking between neighbouring properties and the gardens would not unduly harm future residents use of the gardens. No assessment was conducted for daylight and sunlight for the gardens and it is acknowledged that in this location the gardens are north facing and it would be expected that these gardens would not have full direct sunlight. However, these gardens are of a practical and usable size that it is likely some daylight would be available in the early hours and later in the day. While this may not be the preference for all homeowners, the close proximity of high-quality open space immediately adjacent to the site it acknowledged. Most significantly, it is acknowledged this is an extremely constrained, narrow site and a strong frontage facing Fastrack is a priority to create the necessary enclosure along the public transport corridor. While apartment blocks would be the preferred typology to overcome this issue, there is no policy requirement to provide apartments in this location. On balance, therefore, this issue is accepted.
- 6.121 All the houses are provided to be dual aspect with at least front/rear facing windows. This allows for natural through ventilation and provides opportunities for properties to maximise natural daylight and sunlight. The windows proposed on the houses are of an adequate size. The layout of the buildings and placement of boundary treatments such as fences etc are of a significant distance away from windows to ensure all habitable rooms within the development would be afforded with a reasonable level of outlook.
- 6.122 Generally, towards the front elevation of the houses fronting onto Fastrack, the roadway is wide enough to act as a buffer to help reduce overlooking caused by any future development on the south side of Fastrack. Terraced housing blocks one, two and three have no development to the north since they boarder the education campus parking area and MUGA set at a higher level and screened by trees and boundary fencing. As such, there would be no overlooking between habitable facing windows for these dwellings.

6.123 Internally, between the rear elevations of terrace blocks four and five and the coach houses to the north, there would be a separation distance of no greater than 15m between the rear elevation of the houses and the rear elevation of the coach houses. This is due to the constraints of a very narrow site and is considered to give rise to potential overlooking between windows of habitable rooms and over the private garden area at close proximity. This is further exacerbated by the provision of the integrated balcony to each coach house which, given its design and function as the only amenity space to each coach house, is anticipated to be in regular use. To help mitigate this, a landscaping scheme has been developed. Placed at the rear of the gardens of the houses within the courtyard are trees. These trees will be condition upon approval for adequate root cells but would also be conditioned to be of a species that would grow to at least 4m in height, would have a wide trunk and would have a wide canopy. This would help mitigate against any overlooking and would also provide an enhanced outlook for these dwellings and improve the appearance of the hard landscape rear laneway.

- *Housing Standards - Coach Houses*

6.124 The proposed Coach Houses exceed the nationally described space standard for their Gross Internal Floor Areas. Each coach house would be dual aspect. To the front of the coach houses there would be no overlooking between neighbouring properties that would be harmful to the residential amenities of these properties. With regards to overlooking to the rear, as discussed previously a landscaping scheme is being proposed to help mitigate against any overlooking between the rear elevations of the coach houses and the houses fronting onto Fastrack.

6.125 As per the EDC's Balcony design guide, the balconies all measure 7.7 SQM exceeding the recommended sizes for the intended level of occupancy. Each of the coach houses would be dual aspect with at least front/rear facing windows. This allows for natural through ventilation and provides opportunities for properties to maximise natural daylight and sunlight. The windows proposed on the houses are of an adequate size. The layout of the buildings and placement of boundary treatments such as fences etc are of a significant distance away from windows to ensure all habitable rooms within the development would be afforded with a reasonable level of outlook.

- *Housing Standards - Flats*

6.126 With regards to the proposed flats, aside from the GIA's either meeting or exceeding the minimum standards, the proposed development is considered to give rise to an acceptable standard of accommodation. All the flats proposed are provided with access to private outdoor amenity space in the form of private balconies which are of an adequate shape and size which can facilitate a usable area. The balconies are proposed to be enclosed with laser cut balustrades. This type of enclosure results in a higher degree of privacy for the occupants using the balconies.

6.127 All the flats are proposed to be dual aspect with either front/rear or flank facing windows. The windows are of a sufficient size. The placement of windows and the proposed dual aspect accommodation provides opportunities for natural cross ventilation within the dwellings. The layout of the site means that the flatted blocks are adequately spaced away to ensure that there would be a reasonable degree of outlook from each habitable rooms window. Initially, concerns were raised with regards to the privacy afforded to the habitable rooms within the apartment block to the east of the site, owing to the proximity of the coach houses and associated windows to habitable rooms and rear covered balconies which would cause an entirely unacceptable level of inter-overlooking. To help mitigate against this, six trees have been planted in

between the coach houses and the apartment block. Conditions are imposed to ensure these trees will be of at least 4m in height to align with overlooking heights on the coach houses. The placement of these trees will help to mitigate against to close relationship but would not overcome it altogether. As such, windows on the rear facing bedrooms of the apartment blocks have been re-orientated to the side elevations. Some windows would be maintained on the rear elevation but these would be secondary windows which can be conditioned to be fixed shut under 1.7m above internal floor level and obscure glazed. Other windows along the rear elevations serve communal corridors (which given their transient use can be fitted with clear glass) and bathroom windows which would be expected to be obscure. It is considered the amended fenestration layout continues to provide the appropriate level of light and outlook to bedrooms and living areas within the accommodation will continue to have windows on primary frontages. The changes also maintain detailing on the rear elevation to avoid blank facades.

- *Daylight/Sunlight* –

6.128 A daylight and Sunlight report was prepared by EB7 in April 2024 and the consultation set out in the report above. The report concludes that all houses meet and exceed the required standards. Within the flats, the majority of rooms receive natural daylight and sunlight in accordance with the BRE Guidelines. However, two bedrooms are identified to fall marginally below the target owing to the balconies above. The report submitted with the application states ‘the presence of a terrace is a common trade-off providing high quality amenity space to the units but reducing daylight to rooms beneath the terrace. This is recognised in the BRE guide which suggests flexibility in the application of targets to windows that are overhung. The design maximises amenity to the main living rooms and [living, kitchen, dining rooms] with the spaces benefitting from being dual aspect and having multiple windows’. The EDC agree with this assessment and consider, on balance, the loss or reduction of balcony space as a result of a redesign would be less desirable within this constrained site. It is also recognised a reduction in daylight and sunlight is considered acceptable in this instance given the issues affects bedrooms in which their intended use is generally at nighttime when light levels are low outside anyway.

- *Noise*

6.129 As required by condition 28 of the outline planning consent, a noise assessment was submitted as part of the application since the application site abuts a principal highway and consultation responses from the EDC’s advisor noted at 4.1.4 above.

6.130 The Mayer Brown Noise Impact Assessment (March 2024) submitted with the application shows that, internal areas of the proposed units fall within the recommended noise limits, subject to specification which is detailed within the aforementioned report. This report will be conditioned as an approved document to ensure compliance. Should any further changes be required as a result of detailed design, these will need to be regularised as an amendment to the current application. Externally, some balconies on the south and west/east facades may expect noise levels higher than the recommended limits. However, these exceedances are not considered excessive, particularly given the central location of the application site. No objection is therefore raised in respect of noise.

- *Conclusion*

6.131 In summary, the proposed residential development is considered to give rise to an adequate standard of accommodation for its intended future occupiers. Each dwelling

would either meet or exceed the Nationally Described Space Standards. Each dwelling would be afforded with dual aspect floor plans and a reasonable level of outlook. The proposed development would provide appropriate levels of daylight and noise. As such, the proposed quality of accommodation would comply with local and national policy, associated Ebbsfleet design guidance and would contribute to the overall quality of the development.

Neighbouring Residential Amenity

- 6.132 Policy M2 of the Dartford Local Plan states that must demonstrate that it is designed and located to not result in unacceptable material impacts, individually or cumulatively, on neighbouring uses, the Borough's environment or public health.
- 6.133 Amongst other things, developments must not prejudice neighbouring residential amenity by reason of:
- Traffic, access and parking
 - Noise
 - Overshadowing, overlooking and privacy
- 6.134 A daylight/sunlight report has been provided as part of the application to show any impacts on the constructed development at Parcel 7 to the north of the site. The report shows with 3D modelling that there would be no harm to the adjacent residential development parcel to the north at Parcel 7. The average daylight factors (ADF) testing shows that daylight into the majority of habitable rooms will remain good and exceed the ADF criteria for each specific room uses. Direct sunlight levels to Parcel 7 fully meet the BRE targets. EDC's lighting advise support this position.
- 6.135 The review does not take into consideration the western-most development at Castle Hill. However, between these sites, the proposed development is set approximately over 55 metres away from the nearest residential neighbour within Castle Hill. These neighbours are also separated by the Linear Park and as such, the proposed development is not considered to impact these neighbours. No assessment was made to the development parcels to the south, however given that this development is suited to the north, it is considered there would be no harm to this site to the south.
- 6.136 With regards to potential overlooking from the development, the nearest properties from the application site to the nearest properties within Parcel 7 would be the proposed coach houses and the flatted block on parcel 7. There would be a separation distance of approximately 22 metres. This is considered to be a satisfactory distance that would not facilitate undue overlooking that would justify a reason to refuse planning permission. It is considered that there would be no undue harm by reason of overlooking caused by this part of the development and the established residential development on Parcel 7.
- 6.137 With regards to noise disturbances, the proposed development is a residential development surrounded by other residential developments. This type of development would generate some degree of noise generation, however given the noises would be associated with a residential development, the proposed application is considered to have an acceptable impact on neighbouring amenity in this regard.
- 6.138 As such, the proposed development is considered to have an acceptable impact on neighbouring residential amenity, in accordance with Local Plan M2 of the Dartford Local Plan.

Sustainability

- 6.139 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Section 14 sets out policies to meet the challenge of climate change and identifies the planning system should support the transition to a low carbon future including through support of renewable and low carbon energy and associated infrastructure (paragraph 157).
- 6.140 Policy M3 of the Dartford Plan states design, construction and whole life carbon cost of development must contribute to the mitigation of, and adaptation to, climate change. This includes, but is not limited to, reducing embodied and operational carbon emissions, improving energy performance and preserving water. Applicants should demonstrate best endeavours to use recognised assessment tools/ quality standards. As part of the policy, it provides requirements for helping to preserve resources which includes:
- All residential development must demonstrate delivery of the water efficiency level of no more than 110 litres per person per day for all dwellings created.
 - Development should aim to increase a building's length of life and its adaptability for future uses.
 - All residential development should incorporate passive design in order to optimise solar and daylight access and reduce the risk of overheating and the need for cooling
 - Development must achieve, as a minimum, the reduction in regulated carbon emissions as set out in current Building Regulations, unless it can be demonstrated that such provision is not feasible
- 6.141 A Sustainable Construction Code and Water Conservation Plan have been secured as strategic documents for the whole of EQ in accordance with conditions 23 and 24 of the OPP which sets out methodologies and parameters that should be implemented for all developments across EQ. These strategies generally align to the current Building Regulations Part L and commits to water consumption of 105 litres per person per day. The strategies also encourage consideration of additional measures that could be implemented to improve the performance of buildings. It is understood the housebuilders are under contractual obligation with the Site wide landowner to comply with these requirements.
- 6.142 An Energy and Sustainability Statement has been prepared by Hodkinson and has been submitted with the application. The statements identify that the proposed works would fall under the scope of Approved Document L 2021 which sets the minimum fabric energy efficiency standards and the maximum CO2 emission rates for residential buildings. The statement identifies that the development would follow a fabric first approach through the design of the buildings followed by a lean construction of the development and passive energy reduction measures.
- 6.143 The energy statement confirms and identifies that Mechanical Heat Recovery Systems and Air Source Heat Pumps are to be used in all residential dwellings as part of this development. The applicant has confirmed that the following would be used in their sustainability strategy:
- Thermally efficient buildings, with low thermal bridging, highly insulated dwellings
 - Buildings designed to limit and reduce the risk of overheating through passive design measures
 - Electric heating to all dwellings

- Air source heat pumps
 - Low energy light fittings/appliances to all dwellings
- 6.144 The statements also identify that the development will meet the water targets of 105 litres per person per day as required by the Outline Planning Permission, which is achieved through installation of specific sanitaryware fitting and reductions calculated for the presumed external use.
- 6.145 As a result of the methodology outlined within the Energy Statement and the Sustainability report it has been identified that with regards to the energy efficiency of the scheme, the estimated CO₂ emissions reduction following the proposed energy statements achieves a reduction of 62.4% in its carbon emissions above the Part L 2023 baseline. It is understood the provision of ASHP accounts for much of this reduction and are therefore welcomed. Relevant conditions are recommended to secure compliance with the level of water usage and details of the ASHP/MHRS.


Ecology

- 6.146 The details of ecological works, mitigation measures and monitoring have been secured under the OPP. On-site and future works are being monitored by KCC Biodiversity Officers. The relevant ecological mitigation and site clearance has already been carried out at the Site and this application relates only to the built footprint of part of the Site within Alkerden.
- 6.147 In this instance, however, it has been noted by KCC that an up-to-date site walkover survey has not been provided with the application and as such identify the possibility that previously cleared land has become re-vegetated with ephemeral/short perennial vegetation which may be providing suitable ecological habitat. It is therefore possible that the Site is being used by protected/notable species (including breeding birds and reptiles). Consequently, it is recommended that current photos of the site and mitigation strategy is secured by condition. In the interests of protecting any notable species on site, it is considered appropriate this is secured as a pre-commencement condition. This has been referred to the applicant for confirmation of their agreement to a pre-start condition.
- 6.148 A core principle running through the NPPF is the protection and enhancement of biodiversity. Paragraph 186 of the NPPF requires that opportunities to improve biodiversity in and around developments should be integrated as part of their design.
- 6.149 A Site Wide Biodiversity Action Plan (BAP) has been secured for Alkerden and Ashmere in accordance with condition 15 of the OPP which recognises that while the built environment will not be primarily designed for biodiversity, careful design can add value and biodiversity can be enhanced. KCC advise that a condition should be applied to ensure that with future planting schemes on the site that at least 25% of the species are native and an additional 25% should be beneficial to biodiversity. Alongside this the remainder of the planting should be ornamental tree and shrub species compliant with the approved BAP.
- 6.150 The submitted ecology letter has confirmed that at least 4 integrated bird and bat features will be installed within the buildings. This would accord with the Biodiversity Action Plan Implementation Programme as secured under the OPP which requires 5 bat and 5 bird boxes per 1ha. However, it is unclear the design of these features and where these would be located. It is considered appropriate to condition these details to ensure these features are secured in appropriate quantities, suitably sited, and managed.

6.151 As such, the principle of the biodiversity measures proposed on the site are considered acceptable, however a landscaping condition will be imposed to ensure more appropriate planting species are planted achieving 25% native and 25% of plants to be beneficial to biodiversity improvements. No objections were raised with regards to four of each by KCC ecology services.

Building for a Healthy Life (BFHL)

6.152 BFHL is a design tool to measure and assess good design for new homes that is supported by the housebuilding and architectural industries as well as Government and Local Authorities. A BFHL assessment of the scheme has been undertaken by EDC officers and results are summarised below:

 Integrating the neighbourhood

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

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

9 Healthy Streets	10 Cycle Parking and Car Parking	11 Green and Blue Infrastructure	12 Back of footpath-front of house
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6.153 The proposed development is performs well against the 12 BFHL assessment criteria. The amber scores relate to the following categories for the reasons set out below.

6.154 *'Homes for Everyone'*: The EDC seek to maximise the proportion of homes built to M4(2) standard, but the scheme achieves a figure of 54%. This is disappointing but, as stated in the section on accessibility above, this exceeds the minimum requirements of the outline consent and, on balance, is not considered detrimental to the overall design quality.

6.155 *'Creating well defined streets and spaces'*: The scheme successfully addresses Fastrack and Portbridge Gardens to the north and no concerns are raised with regards to this element of the proposal. Concerns have been raised with regards to the treatment of the boundaries at the back of the houses fronting the internal mews and the street to the north. The scheme proposes a 1.8m high brick wall with timber gates surrounding the back gardens along the entire east-west boundary. This blank frontage will limit surveillance and activity along both the mews and the northern road, and is particularly problematic given the proximity of the secondary school, and the potential to create an un-surveilled space in the centre of Alkerden. The introduction of raised planters and street trees have helped to improve the visual appearance of the internal laneway. Whilst this is acknowledged, a low-level wall within the internal mews would result in a loss of privacy for the private rear gardens. Having walls and gates at a lower height may also result in future occupiers retrofitting ad hoc screening solutions

which when viewed from within the internal mews would detract from the quality. Whilst these concerns are raised, and options explored with the developer, no further changes were made, resulting in an amber.

- 6.156 Overall, however, the scheme performs well and meets the BFHL and the assessment is therefore acceptable.

Other Matters

Environmental Impact Assessment (EIA) -

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

Habitats Regulation Assessment

- 6.158 Projects likely to have a significant effect upon a protected site are to be subject to an Appropriate Assessment of their implications for the Site in the context of its conservation objectives, provided that the project is not directly connected with or necessary to the management of the protected site.
- 6.159 Policy M14 of the Dartford Local Plan requires large residential developments located within 10km from the North Kent European Protected sites (that are located outside the Borough) to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features. These European Protected Sites located on the North Kent coast are the Thames Estuary and Marshes Special Protection Area (SPA) / Ramsar (wetland sites of international importance), the Medway Estuary and Marshes SPA / Ramsar, and the Swale SPA/ Ramsar sites.
- 6.160 In this instance the development is situated within 10 km 'as the crow flies', and is therefore likely to impact on the Thames Estuary and Marshes Special Protection Area (SPA), one of the North Kent European Protected Sites. An assessment of the likely impacts from the development at EQ was undertaken at the time of the outline permission in connection with the proposed mitigation measures. The S106 agreement in relation to Ashmere and Alkerden sets out mitigation measures in the form of a negative restriction on any development, prohibiting implementation of a planning consent without payment of a tariff based financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS) – currently £21.88 per dwelling – which pools money from local authorities to spend on measures to mitigate recreational disturbance as a result of new development.
- 6.161 Following subsequent judicial clarification of the legal position, it is now established that the requirement for an Appropriate Assessment cannot be screened out on the basis of the mitigation measures proposed. In this circumstance, to ensure legal compliance, an Appropriate Assessment is required to be undertaken at the reserved

matters stage. In the context of this application for approval of reserved matters EDC officers have carried out an Appropriate Assessment in order to assess whether any adverse impact on the integrity of the Thames Estuary and Marshes SPA can be ruled out. The Appropriate Assessment concludes that, taking into account the mitigation measures proposed in the s106 agreement, the proposal will not adversely affect the integrity of the Thames Estuary and Marshes SPA. Natural England confirmed at the time of assessing the application for OPP that a SAMMS payment (as secured by the s106 agreement) is appropriate for the development and, pursuant to the conclusions of the Appropriate Assessment in respect of this application for approval of reserved matters, EDC officers are in agreement.

- 6.162 The S106 has been completed and is enforceable against the land. A separate unilateral undertaking from the applicant for payment of the contribution is therefore unnecessary.

Archaeology -

- 6.163 Condition 26 of the outline permission requires that details of foundations are provided with any detailed application to ensure that no harm is caused to any archaeological interest. Investigation of archaeological potential at Eastern Quarry has already been examined in association with conditions 13 and 14 of the outline permission and the Historic Environment Framework which was approved under the outline permission. This Framework identifies the application site is located within an area of 19th/20th Century quarrying which was excavated to significant depths. It therefore concludes that there is no potential for redeposited or undisturbed Palaeolithic remains or any potential for remains of other periods. Since this has already been identified by approved documents pursuant to the outline permission and groundworks have already been carried out at the site, it is not considered necessary that foundation designs are required since no harm would arise, particularly at that depth. It is therefore considered that the application of condition 26 is not appropriate in this instance and foundation designs have not been requested.

Drainage/Water –

- 6.164 A strategy for the general handling of surface water and foul water has been secured by the Water Management Plan under the outline permission. Proposals for detailed design are required to accord with the strategy set out in this document. Surface Water and Foul Drainage Strategies for the residential parcels and spine road have been submitted with the application, and a Drainage Strategy Technical Note submitted with the application demonstrates that the proposal is in accordance with the Water Management Plan approved under condition 12 of the Outline Planning Permission. The proposals follow the guidance set out within the Strategic Surface Water Drainage Strategy. KCC have been consulted and confirm that officers have no objections to the proposals. Water and sewerage services are provided by Independent Water Networks Limited (IWNL) in accordance with agreements made by the sitewide landowner. Southern Water have not commented on the application but it is understood inset agreement/NAV agreement are put in place between Southern Water and IWNL against which connection/discharge points to the public network and agreed discharge flow rates are agreed. This is generally undertaken by the site wide landowner Henley Camland.
- 6.165 It is also noted Thames Water did not comment on the proposal in respect of the potable water suppliers in the area. As a statutory undertaker, Thames Water have a statutory obligation to ensure the connection of potable water to new developments.

These obligations fall outside the remit of planning. As such, it is not considered necessary to pursue comments nor control this by condition.

- 6.166 Therefore, it is considered that matters relating to drainage, flooding and water have been adequately addressed and that the proposed development is acceptable in this respect.

Broadband -

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

Condition 25 Outstanding Issues –

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

Local Employment –

- 6.170 An Employment Action Plan is secured under the S106 agreement associated with the OPP. This requires the owner to use reasonable endeavours to implement a plan from the start to the completion of the development, to encourage the employment of local residents and local companies as a contribution to the regeneration of the local economy. The EDC is working with the major landowner to help implement the effective implementation of this plan in line with EDC objectives for local employment

7.0 FINANCIAL CONSIDERATIONS

- 7.1 Regard should be had to any local finance considerations in so far as material to an application for planning permission and, while this is not material to this application for the approval of reserved matters, financial benefits will accrue to the area if permission is granted. The Government wishes to ensure that the decision making process for major applications is as transparent as possible, so that local communities are more aware of the financial benefits that development can bring to their area. In this area, although not material to the application, the following benefits to the public purse accrue from development – New Homes Bonus (which is a local finance consideration) and Council Tax for new dwellings.

8.0 HUMAN RIGHTS

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

9.0 PUBLIC SECTOR EQUALITY DUTY

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

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

9.2 It is considered the application proposals would comply with objectives of the Duty.