



EBBSFLEET DEVELOPMENT CORPORATION Planning Committee

Neil Cameron KC (Chair)
Valerie Owen OBE (Vice Chair)
Rev Penny Marsh
Cllr David Mote
Cllr Lee Croxton

A meeting of the above Committee will be held on Wednesday 10th April 2024
at 4:00pm at The Observatory and via Microsoft Teams.

PLANNING COMMITTEE AGENDA

Wednesday 10th April 2024

1. **Apologies for Absence**
Fred Maroudas
2. **Declarations of Interest**
To receive declarations of interest from Members
3. **Urgent Items**
4. **Record of Meeting**
To approve the record of the meeting held on 31st January 2024

ITEMS FOR CONSIDERATION

5. **EDC/22/0042** - Cable Wharf Primary School, Northfleet Embankment East, Crete Hall Road, Northfleet

Proposal

Reserved matters application (details relating to appearance, landscaping, layout and scale) pursuant to conditions 3, 5 and 56 of outline planning permission EDC/19/0049 for a two form entry primary school with maintained early years provision and multi-agency space, comprising a part single storey, part two storey building together with hard and soft landscaping, a new Multi Use Games Area (MUGA), creation of a new vehicular access on Crete Hall Road together with parking, and drop-off area and ancillary works.

Recommendation

Approval subject to planning conditions, with delegated authority to the Director of Planning & Place to make minor changes to the wording.

6. **Planning Activity Report**
For Noting
7. **Delegated Items Report**
For Noting

EBBSFLEET DEVELOPMENT CORPORATION

PLANNING COMMITTEE MINUTES

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

Date: Wednesday 31st January 2024
Time: 19:00 – 19:28

PRESENT: Neil Cameron KC (Chair)
Valerie Owen OBE (Vice-Chair)
Fred Maroudas
Councillor David Mote
Rev. Penny Marsh

The Chair opened the meeting and noted that the video would be published on the EDC's website after the meeting.

1. APOLOGIES FOR ABSENCE

Apologies for Absence received from Cllr Lee Croxton.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. URGENT ITEMS

There were no urgent items.

4. RECORD OF MEETING

The minutes from the Planning Committee meeting held on 13th December 2023 were approved, subject to recording the approval of the EDC Validation Checklist Update under Agenda Item 6.

5. PLANNING ENFORCEMENT PLAN

EDC's Head of Development Management introduced the paper advising that the report seeks approval of a Planning Enforcement Plan for Ebbsfleet. It was explained that EDC has the majority of planning enforcement powers and that the team includes a planning enforcement officer. The NPPF states the effectiveness of enforcement is important to maintain public confidence in the planning system. In Ebbsfleet over recent years

enforcement cases have increased slightly. As such it was felt the right time to provide some transparency and consistency in terms of the EDC's approach to enforcement by publication of a planning enforcement plan.

The draft Plan sets out the key principles for enforcement, to seek solutions and resolve issues before taking enforcement action as a last resort. The Plan categorises cases in terms of priority and assigns timeframes for initial investigations. It explains how people can report breaches of planning, including the approach to anonymous complaints, alongside identifying possible outcomes and options available to the EDC, noting some enforcement powers remain with the local authorities.

The recommendation was verbally updated from the published report to widen the delegated authority granted to the Director of Planning and Place to allow for changes to be provided to the Plan from time to time to reflect any changes to legislation or policy.

The Chair raised the importance of having a policy, and that it's transparent for the public to know when enforcement powers are likely to be used. A point was raised on the proposed resolution and asked to change 'provide' to 'make' in the sentence of "Director of Planning and Place to provide changes". Also, in the document the Chair suggested minor amendments to wording under Category B (Page 8, Paragraph 1) from "and adjoining residents" to "or adjoining residents". Raising a query on Page 5 (What is a breach of planning control?) the Chair suggested amendments to the heading as the list of items include matters which extend beyond the scope of that description.

Fred Maroudas praised the enforcement policy and raised a query on the first point of Category B on the public concern, the significance and whether it would be worth starting the investigation 5 days earlier. Another query raised was to respond to the public immediately, to provide details and timeframes on the investigation process, to which the Director of Planning and Place advised that, subject to this agenda item being agreed, the process of acknowledging receipt would be included in an internal procedure note.

Cllr Mote raised a point on managing expectations and praised a good document, as long as the public can find it and know it's there. EDC Head of Development Management advised of pro-activeness and that resident guides have been published online over recent years, one for each of the main development sites, which sets out planning information.

Rev. Marsh praised the document on being very readable.

Vice Chair raised a point on anonymous claims, whether that can be managed with a confidential phone call. Chair agreed with this point and suggested complainants could contact their local councillor as an option to remain anonymous. Discussions followed regarding this matter. EDC Head of Development Management stated that, dependant on the nature of the enquiry, there's always an element of discretion.

Chair suggested amendment to text and raised a question on reference to the phrase 'motivated by planning harm'. Officer confirmed this point will be clarified in the final version.

Chair thanked officers involved for producing the Plan, proposed to accept the recommendation (as verbally updated), which means if there are other minor changes to make, they can be made, including making those minor changes recommended by the committee members. Committee members unanimously voted to agree.

6. DESIGN QUALITY PAPER

EDC Head of Design discussed the design quality paper, which is a follow up to the paper presented to the Committee back in September 2023. The recommendations as stated in the paper.

Fred Maroudas expresses support for the paper and Chair noted that a database of external materials used in Ebbsfleet that EDC will support is useful. It was suggested that this could extend beyond just a database of materials.

Head of Design mentioned that officers are currently in the process of developing one-page design guidance for specific details or elements of typical housing, which is expected to be completed this financial year. Chair raised a point on resourcing this and Director of Planning and Place confirmed that prioritising of the enforcement officer's time on this matter would be monitored over the year.

Chair proposed to note the progress and to thank the officer's for completing this, and raised a further action to be considered if the database could be extended to other details, but acknowledged that it may not be practical to do so. Committee members unanimously agreed.

7. Planning Activity Report – Q3 October – December 2023/2024

Noted

8. Delegated Items Report

Noted

Meeting closed at 19:28

The following officers were in attendance at the meeting:

Mr Mark Pullin – EDC Director of Planning & Place
Mr Michael Jessop – EDC Head of Development Management
Mr Simon Harrison – EDC Head of Design
Ms Julia Johnson – EDC Planning Committee Secretary

Reference: EDC/22/0042

Site Address: Cable Wharf Primary School, Northfleet Embankment East, Crete Hall Road, Northfleet, Gravesend, Kent DA11 9GP

Proposal: Reserved matters application (details relating to appearance, landscaping, layout and scale) pursuant to conditions 3, 5 and 56 of outline planning permission EDC/19/0049 for a two form entry primary school with maintained early years provision and multi-agency space, comprising a part single storey, part two storey building together with hard and soft landscaping, a new Multi Use Games Area (MUGA), creation of a new vehicular access on Crete Hall Road together with parking, and drop-off area and ancillary works.

Applicant: Kent County Council

Ward: Rosherville

SUMMARY:

This application relates to land falling within the Cable Wharf development, within Northfleet Embankment East. The site benefits from outline planning permission (originally granted 20th March 2019 as part of a hybrid planning application) for the redevelopment of the site comprising a mixed-use development of 598 dwellings and non-residential floorspace for: retail, community use, primary school and associated infrastructure and earthworks. The principle of development and primary means of access to the site were established by the outline permission, with all other matters reserved.

This application seeks reserved matters approval for the erection of a two-form entry primary school for up to 420 mainstream pupils, a 26-place nursery and a 15 place Specialist Resource Provision (SRP), together with a floodlit, 3G Under 11's playing pitch and two floodlit Multi-Use Games Areas (MUGAs). The school would be delivered by Kent County Council and, if approved, is scheduled to be operational for September 2025 and would be operated by the Aletheia Anglican Academy Trust. In accordance with the S106 legal agreement the 3G playing pitch and some of the school rooms would be available for community use and additionally the two MUGAs would also be available for community use in addition to the S106 requirements.

It is considered that the school has been designed having due regard to the constraints and requirements of the site. The application has been subject to extensive pre-application discussions and has been revised during the course of the application to address the applicant's evolving priorities and consequential design and architectural challenges created by the revised building layout having primarily secondary spaces located on the main elevation to Crete Hall Road. Overall, the scheme substantially accords with the Council's adopted policies and guidance in terms of scale, layout, design and appearance and would provide a key civic building that has a strong identity and would be exemplar in achieving zero carbon.

The proposals, with suitable controls through planning conditions, would provide an acceptable level of amenity for users of the site without having a detrimental impact on the character of the area, traffic and highway safety, amenity of neighbouring properties,

ecology, flood risk or heritage and is therefore recommended for approval. In considering the application, due regard has been given to residents' comments.

RECOMMENDATION:

Approval subject to the imposition of the following planning conditions, with delegated authority to the Director of Planning & Place to make minor changes to the wording:

Conditions

APPROVED PLANS

1. The development hereby permitted shall be carried out in accordance with the following plans :
 - 5952-LLB-ZZ-XX-DR-L-4012 rev P01 Location Plan
 - KCCCPS-LLB-50-XX-D-L-0001 rev P07 (Landscape Masterplan)
 - KCCCPS-LLB-50-XX-D-L-0002 rev P07 (Landscape Strategy)
 - KCCCPS-LLB-50-XX-D-L-0003 rev P06 (Site Security Strategy)
 - KCCCPS-LLB-50-XX-D-L-0004 rev P04 (Access & Circulation Strategy)
 - KCCCPS-LEP-15-00-D-A-0010 rev P05 (Proposed Ground Floor Plan)
 - KCCCPS-LEP-15-01-D-A-0011 rev P02 (Proposed First Floor Plan)
 - KCCCPS-LEP-15-RF-D-A-0012 rev P04 (Proposed Roof Plan)
 - KCCCPS-LEP-15-ZZ-D-A-0015 rev P06 (Proposed Elevations)
 - KCCCPS-LEP-15-ZZ-D-A-0016 rev P05 (Proposed Elevations)
 - KCCCPS-LEP-15-ZZ-D-A-0017 rev P04 (Proposed Detailed East Elevation)
 - KCCCPS-LEP-15-ZZ-D-A-0018 rev P05 (Proposed Detailed Elevations (Sheet 1 of 2))
 - KCCCPS-LEP-15-ZZ-D-A-0019 rev P04 (Proposed Detailed Elevations (Sheet 2 of 2))
 - KCCCPS-LEP-15-ZZ-D-A-0022 rev P02 (Detailed Sections – Brick Bonds)
 - 4200 Rev P03 (External Lighting Proposed Layout)
 - 8951 rev P3 (Security and Infrastructure – Proposed layout)
 - KCCCPS-LEP-15-ZZ-D-A-0020 rev P02 (Detailed section) (Levels)
 - H-01 rev P3 (Proposed Crossing Point)(Within TTN)

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

PRIOR TO DEVELOPMENT ABOVE FOUNDATION LEVEL

2. Notwithstanding the details submitted with the application and the requirements set out in conditions 15 (external materials and samples) of EDC/19/0049, no development above foundation level shall take place until details and a schedule of all materials and products to be used externally, along with material sample boards and/or full-size mock-ups, have been submitted to and approved in writing by the Local Planning Authority. Details shall include:
 - i. principal features on the facades (@1:20 or more detailed):
 - a. vertical cross-section and cross-plans through each window and door opening type, including head, jamb and sill details, infill panels, louvers on plant rooms/bike stores

- b. feature brickwork
- ii. interfaces between brickwork, vertical cladding and roof edges/ parapets, specifically including :
 - a. the parapet detail of the sawtooth roofline on Crete Hall Road (@1:20 or more detailed)
 - b. all cladding junctions and details on fixing method (@1:20 or more detailed)
- iii. elevations (@1:100 or more detailed) with all items which are fixed to the façade e.g. fins/louvres, rainwater pipes, lighting, CCTV, alarms including any provision for cable runs boxes
- iv. key architectural metalwork including service doors, screens and gates
- v. canopies and soffits, including the primary entrance canopy and associated signage (@1:20 or more detailed)
- vi. details and brick samples including sample panels constructed for mid and light grey bricks, to include bond, mortar and an example area of protruding brick detailing
- vii. sample of cladding in the agreed RAL colour
- viii. details and samples of window / door types / curtain walling (either provide samples or specific product detail, including infill panels, finishes, glass types and any manifestation)
- ix. items which are fixed / integrated to the façade (eg fins/louvres, vent grilles, rainwater pipes, signage, bird/bat boxes)

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

Reason: To secure high-quality design and detailing and to ensure that materials will make an acceptable contextual response, resulting in the satisfactory appearance of the development in accordance with Gravesham Core Strategy Policy CS19 and paragraphs 131, 135, 138 and 139 of the National Planning Policy Framework.

PRIOR TO THE SCHOOL OPENING

3. No part of the development hereby approved shall be brought into use until a scheme of details for the pedestrian crossing and works to the eastern footway on Maclure Road, as shown in Drawing No. H-01 Rev P3 - Proposed Crossing Point, within the Transport Technical Note, has been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall not be brought into use until the approved crossing point and works to the eastern footway on Maclure Road have been completed in accordance with the approved scheme.

Reason: To ensure pedestrian safety in accordance with Gravesham Core Strategy Policy CS11, Saved Local Plan Policy T5 and paragraph 114, 115 and 116 of the National Planning Policy Framework.

4. No part of the development hereby approved shall be brought into use until a scheme of details for the following have been submitted to and approved in writing by the Local Planning Authority:
 - (a) Double yellow line parking restriction road markings on both sides of Maclure Road adjacent to the site and the crossing on Maclure Road; and
 - (b) "School Keep Clear" road markings on the west side of Maclure Road, adjacent to the site.

The development shall thereafter not be brought into use until both the approved parking restriction road markings and the approved 'School Keep Clear' road markings have been completed in accordance with the approved scheme.

Reason: To ensure the free-flow of traffic and pedestrian safety in accordance with Gravesham Core Strategy Policy CS11, Saved Local Plan Policy T5 and paragraph 114, 115 and 116 of the National Planning Policy Framework.

5. No part of the development hereby approved shall be brought into use until a 'private parking management and enforcement scheme' for the parking restriction road markings and 'School Keep Clear' markings approved under condition 4 has been submitted to and approved in writing by the Local Planning Authority. The approved 'private parking management and enforcement scheme' shall be implemented upon the first use/operation of the development hereby approved and no part of the development hereby approved shall be operational when the approved 'private parking management and enforcement scheme' is not being adhered to.

Reason: To ensure the free-flow of traffic and pedestrian safety in accordance with Gravesham Core Strategy Policy CS11, Saved Local Plan Policy T5 and paragraph 115 of the National Planning Policy Framework

6. No part of the development hereby approved shall be brought into use until details of the form, appearance and materials to be used for the cycle/scooter storage shelters and bin store shown on Drawing No. KCCCPS-LLB-50XX-D-L-0001 rev P07 (Landscape Masterplan) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented in full prior to the school first being brought into use and thereafter retained at all times.

Reason – In order to encourage sustainable travel and protect amenity, in accordance with Gravesham Local Plan Core Strategy Policy CS19 and CS11 and saved Local Plan First Review Policy P3.

7. Notwithstanding the 'Framework School Travel Plan' (Campbell Reith, ref 13783 R01 P2, March 2024) and condition 43 of hybrid planning permission EDC/19/0049, no part of the development hereby approved shall be brought into use until a School Travel Plan (STP) has been submitted to and approved, in writing, by the Local Planning Authority. The document shall be in broad accordance with the 'Framework School Travel Plan' and shall include:

- (a) Clarification as to why the STP targets (for both staff and students) for this school aim for a 5% reduction in single occupancy car trips, as opposed to a 10% reduction which is the standard approach
- (b) Updated Appendix 2 of the draft STP so parking space sizes accord with those of the Landscape Masterplan (Revision P07)
- (c) Details of measures to alleviate parking demand;
- (d) Measures to reduce car based trips and encourage sustainable travel to and from the site and targets for such sustainable travel arrangements;
- (e) Monitor the use of pupil cycle parking with additional provision implemented as required;
- (f) Consideration of lift-sharing for pupils, park-and-walk (i.e. not loading and unloading children at the school), and a walking school bus;
- (g) Use of staggered start/finish times for pupils;
- (h) Staff monitoring of the drop off/pick up area;
- (i) Details of electric vehicle charging points;
- (j) Provision of covered cycle storage for staff and visitors;
- (k) Creation of a staff car share database;
- (l) Travel Plan Co-ordinator details (TPC);
- (m) Mechanism to communicate changes of the TPC to both the Local Planning

Authority and the Local Highway Authority;

- (n) Effective measures for the on-going monitoring and review of the Travel Plan for a period of at least five years from first occupation of any part of the development;
- (o) A commitment to delivering the Travel Plan objectives and modal split targets for a period of at least five years from first occupation of any part of the development;
- (p) Effective mechanisms and incentives to achieve the objectives of the Travel Plan by the occupiers of the development.

The approved School Travel Plan shall be implemented and reviewed in accordance with a timetable to be set out within the approved document.

Reason: In order to relieve demand on parking and encourage sustainable travel methods in accordance with sustainable planning principles and Gravesham Local Plan Core Strategy Policy CS11 and Local Plan First Review Policies T1 and T2 and paragraph 114, 115 116 and 117 of the National Planning Policy Framework.

8. No part of the development hereby approved shall commence above foundation level until drawings showing the visibility splays for all vehicle and pedestrian/cycle access and egress points have been submitted to and agreed in writing with the Local Planning Authority. No part of the development hereby approved shall be bought into use until all vehicular and pedestrian/cyclist access and egress points and routes into the site, including all visibility splays, have been provided in accordance with those details and shall be retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to that Order revoking and re-enacting that Order with or without modification, no obstruction over 600mm in height shall be erected or placed within the agreed visibility splays so as to obscure the visibility splays.

Reason: In the interest of highway and pedestrian safety, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS11.

9. No part of the development hereby approved shall be bought into use until the vehicle parking spaces, including standard car parking spaces (long term and drop off/pick up), accessible parking spaces and motorcycle spaces, shown on the approved Drawing No. KCCCPS-LLB-50XX-D-L-0001 rev P07 (Landscape Masterplan) have been provided, surfaced and drained in accordance with those details and thereafter shall be kept available for such use and 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 land so shown or in such a position as to preclude vehicular access to these reserved parking spaces.

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

10. Notwithstanding the Parking Management Plan within the Transport Technical Note (DHA, ref SM/31301, dated February 2024) no part of the development hereby approved shall be bought into use until a Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall include:

- (i) how the school will manage the restrictions on the staff car park;
- (ii) how the school will manage pickup and drop off times;

- (iii) how on-street parking restrictions will be managed and enforced;
- (iv) how refuse vehicles, coaches and delivery vehicles will be managed; and
- (v) a mechanism for ongoing review and revision of the Parking Management Plan.

The school shall thereafter be managed in accordance with the Parking Management Plan at all times.

Reason: In the interest of highway safety by ensuring efficient management of the available off-street car parking provided to serve the development and prevent anti-social on-street parking, in accordance with Gravesham Local Plan Core Strategy Policy CS11 and saved Local Plan First Review Policy P3.

11. The development hereby permitted shall not be brought into use until details of the fixings for the perimeter rebound fencing around the MUGAs and playing pitch, to eliminate vibrations from ball strikes, have been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be brought into use until the fencing has been installed in accordance with the approved details and shall be maintained as such thereafter.

Reason: To minimise disturbance to residential amenity and accord with Sport England guidance and Gravesham Local Plan Core Strategy Policy CS19 and paragraph 180 of the National Planning Policy Framework.

12. Notwithstanding the details submitted with the application, and condition 20 of hybrid planning permission EDC19/0049, no floodlights or external lighting shall be installed until the full details of the external lighting scheme, to achieve the illumination as shown on drawing 4200 Rev P03, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the school first being brought into use and thereafter be maintained in accordance with the approved details.

Reason – In order to prevent harm to bat habitats and illumination of the public highway, whilst affording operationally suitable levels of illumination, in accordance with Gravesham Core Strategy Policies CS12 and CS19 and paragraph 180 of the National Planning Policy Framework.

13. Notwithstanding the details submitted in the 'Draft Community Use Strategy December 2023' the school hereby approved shall not become operational until a Community Use Strategy for the school has been submitted to and approved in writing by the Local Planning Authority. The Community Use Strategy shall set out the following matters:

- (a) details of the community use facilities;
- (b) hours of use of the various facilities
- (c) how they will be managed and operated (including any ancillary spaces available in the school grounds such as parking or toilets);
- (d) how and when the facilities will be promoted and made available to residents, local clubs and community groups;
- (e) arrangements for booking the facilities;
- (f) details of how any rents, fees and charges will be calculated, including option for discounts to local residents and/or organisations;
- (g) timescale for first availability of use of the facility by the community;
- (h) an annual review of the Community Use Strategy and annual reporting of the extent of usage of the facilities to the Local Planning Authority; and

- (i) a complaints procedure.

The approved Community Use Strategy shall be implemented and adhered to at all times, unless otherwise agreed or varied in writing by the Local Planning Authority pursuant to this condition.

Reason: To facilitate and encourage community use of the facility to enhance community well-being and access to the playing pitch, in accordance with Gravesham Local Plan Core Strategy CS10 and CS13.

POST COMPLETION

14. The development herein approved shall incorporate the measures to address energy efficiency as set out within the 'Energy Strategy Report' (Wilson and partners LLP, ref KCCPS-WIL-74-XX-T-Z-0001 rev P01, as updated by email confirm photovoltaic array details (DHA, dated 21/03/2024)) prior to the first use of the development. No part of the development shall be occupied until a verification report(s) prepared by a suitably qualified professional has/have been submitted to and approved in writing by the Local Planning Authority confirming that all the approved measures have been implemented for the relevant part of the development and the development meets or exceeds BREEAM certification 'Excellent'.

Reason: In the interests of sustainability and meet the requirements of the outline planning permission EDC/19/0049 in accordance with to positively address concerns regarding climate change in accordance with Gravesham Local Plan Core Strategy Policies CS18 and CS19.

COMPLIANCE

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking and re-enacting that Order with or without modification) no development shall be carried out within Schedule 2, Part 2, Class A of that Order to erect gates in place of the bollards across the entrance points to the plaza school entrance area shown on the approved drawings.

Reason: To enable the Local Planning Authority to control such development in the interests of visual and neighbouring amenity in accordance with Gravesham Local Plan Core Strategy Policies CS18 and CS19.

16. The development hereby approved shall only incorporate and operate external plant in accordance with the 'Noise Impact Assessment: Planning Condition' (Paceconsult, ref KCCCPS-PAC-12-XX-T-J-0009 rev P01).

Reason: To safeguard conditions of amenity for local residents in accordance with Gravesham Local Plan Core Strategy Policy CS19.

Informatives

1. OUTSTANDING PLANNING CONDITIONS

The following planning conditions from outline planning permission EDC/19/0049 are required to be discharged and remain outstanding:

Condition 7 - Construction Environmental Management Plan

Condition 8 - Post excavation and publication programme to inform heritage interpretation strategy
Condition 9 - Surface Water Drainage details
Condition 12 - Cable Wharf Employment and Training Plan
Condition 15 - External materials and finishes
Condition 16 - Heritage Management Plan (informs conditions 17, 18 and 20)
Condition 17 - Hard surface materials (including samples) and boundaries
Condition 18 - External materials and features (including interpretation boards, seating/benches, CCTV equipment)
Condition 32 - Extraction ventilation equipment and odour control equipment for commercial kitchens
Condition 35 - Appointment of a Community Liaison Strategy
Condition 37 - Implementation, maintenance and management of surface water drainage system under condition 9
Condition 40 - Soft landscaping
Condition 57 - Unexpected contamination

2. TRAFFIC REGULATION ORDERS

The Local Highway Authority advise that best endeavours should be made for the adoption of Maclure Road and the implementation of a Traffic Regulation Order(s) (TROs) for the road markings that must be laid, with the aim of all TROs being in place prior to site occupation. Private parking enforcement must be in place from occupation until the TROs have been secured. Please note, TRO applications can take up to 6 months.

3. POSITIVE AND PROACTIVE APPROACH TO DECISION-TAKING

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

- The applicant was provided with pre-submission advice;
- The 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 a timescale agreed with the applicant.

This has involved extensive discussions and negotiations both during the pre-application and planning application stages in a collaborative manner in order to ensure the delivery of a high-quality school facility that will contribute towards the continuing development of the area. Through early engagement and proactive discussions, the application was accompanied by enough information to negate the requirement for any pre-commencement planning conditions in order to assist the timely delivery of this local infrastructure.

4. ADDITIONAL DOCUMENTS

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

- Desk Study Report (Harrison Geotechnical Engineering, ref GL25868_DS, dated December 2023)
- Energy Strategy Report (Wilson Building Consultants, ref KCCCPS-WIL-74-XX-T-Z-0001 rev P01, dated 8 December 2023)
- Statement of Community Involvement (DHA, ref KCCCPS-DHA-XX-XX-XX-T-A-0003, dated December 2023)

- Transport Technical Note (DHA, ref LA/SM/31301, dated February 2024)
- Planning Statement (DHA, KCCCPS-DHA-XX-XX-XX-T-A-0001, dated December 2023)
- Noise Survey (Pace Consult, 93CB14-PAC-12-XX-T-J-0014 rev C03, dated 16 February 2024)
- Noise Impact Assessment: Planning Condition (Paceconsult, ref KCCCPS-PAC-12-XX-T-J-0009 rev P01)
- Draft Community Use Strategy December 2023
- Hydraulic Calculations
- Framework School Travel Plan (Campbell Reith, ref 13783 R01 P2, March 2024)
- Ground Investigation Report (Harrison Geotech, ref GL25868_G1, dated December 2023)
- Email from planning agent dated 08.02.2024 confirming no UPVC windows
- Email confirm photovoltaic array details (DHA, dated 21/03/2024)
- KCCCPS-LLB-35-XX-D-L-0002 rev P02 Proposed Site Sections (illustrative)
- KCCPS-FCG-ZZ-ZZ-D-C-5100 rev P06 (Engineering Layout sheet 1 of 2) (Drainage)
- KCCPS-FCG-ZZ-ZZ-D-C-5101 rev P04 (Engineering Layout sheet 2 of 2) (Drainage)

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. SCHOOL TRAVEL PLAN

The agreed School Travel Plan under condition 7 should be registered with Kent County Councils Jambuster Travel Plan Management System:

<https://jambusterstpms.co.uk/x.jsp?ano=1>

7. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority. Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

1.0 SITE CONTEXT AND BACKGROUND

- 1.1 This application relates to part of the site known as Northfleet Embankment East, which lies within the Northfleet Riverside Strategic Development Area, as identified in EDC's Implementation Framework. Northfleet Embankment East comprises 12 hectares of former industrial land approximately 1 kilometre to the west of Gravesend Town Centre.
- 1.2 The site falls within the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area, a substantial opportunity area for major riverside regeneration in

Gravesham, identified as key site 1.8 Northfleet Embankment East Regeneration Area for mixed use development under Policy CS03 of the Gravesham Core Strategy.

- 1.3 The image below shows the school site within the wider context of the Northfleet Embankment East site:



- 1.4 The application site falls within the residential land, now known as 'Cable Wharf' being delivered by Keepmoat Homes. The site is approximately 2.05 hectares and is mostly rectangular in shape. It is broadly flat land with levels reduced by quarrying during the 19th century. The site has been vacant in the long term and has a grassed surface and is currently enclosed behind hoarding.
- 1.5 The school site is located in the southwest of the residential development area between phase 6 to the north (Crete Hall Road) and phase 4 to the east (Maclure Road). The residential area opposite the site in Crete Hall Road to the north also contains retail units that are currently in use as a marketing suite.
- 1.6 The south of the application site is bound by the chalk cliffs owned and maintained by Gravesham Borough Council. The cliffs rise up to approximately 20 metres in height with apartment buildings at the top on Fountain Walk.
- 1.7 To the west of the application site is the Red Lion Public House and music venue and Northfleet East Employment site, that is the subject of a current planning application for a light industrial/employment site under application reference EDC/23/0163. Within the wider area to the west of the site are further industrial and employment uses.

- 1.8 The pedestrian/cycle route down from the Rosherville area, where the current Rosherville Primary School is located on the top of the cliffs, is via a zig-zag series of slopes and steps located adjacent to the south western part of the adjacent Northfleet East Employment site.
- 1.9 Ebbsfleet Development Corporation granted a hybrid planning permission (part full, part outline) in March 2019, for the redevelopment of the site for a residential led mixed use development, including a two-form entry primary school. In the outline part of the permission all matters were reserved except 'Access' for subsequent detailed approval. A subsequent S73 application (reference EDC/19/0049) was approved in September 2019 to allow for changes to the residential part of the site, this is the permission that is being built out. The permission was subject to over 60 planning conditions and a Section 106 Legal Agreement.
- 1.10 The detailed part of the planning permission approved the following works:
- Up to 598 residential dwellings including affordable housing;
 - Retail floorspace (Classes A1, A2 and/or A3);
 - Amendments to existing highway accesses;
 - Realignment of Crete Hall Road;
 - Demolition of the rear of WT Henley Building;
 - Provision of open spaces, equipped play areas and landscaping;
 - Internal access roads, parking, infrastructure and earthworks.
- 1.11 The outline part of the planning permission granted the following (all matters reserved except 'Access'):
- Two form entry primary school
 - Refurbishment, change of use (Use Classes A1/A2/A3/B1(a)/C3/D1) and demolition of boundary wall and rear portion of WT Henley building
- 1.12 The S106 agreement secured funding for a two-form entry primary school with early years provision and multi-agency space and transfer of the school land to Kent County Council to deliver the development. The school development must be commenced within 4 months of approval of the reserved matters application and delivered in the first September falling after 12 months of commencement. The s106 agreement also requires that the primary school facilities (sports pitches, toilet facilities, school halls and rooms, vehicular access and parking facilities) be available for the use of local residents (including sports clubs, other associations, private individuals).
- 1.13 The current Reserved Matters application was submitted in March 2022 and underwent public consultation. However, during the consideration of the application the applicant requested that the determination be delayed while they redesigned the scheme to reflect Department of Education evolving priorities and issues raised by the Aletheia Anglican Academy Trust. The revised scheme was submitted under the same reference superseding the previously submitted scheme.
- 1.14 It should be noted that the amount of land proposed for the school site in the s106 agreement and previously submitted scheme has decreased at the request of Kent County Council, who wanted the area of land at the bottom of the cliff (uneven/unstable land) and strip of landscaped verge between the school fence and the footpath on Crete Hall Road excluded from the land transfer. These areas would be retained by the current landowner, Keepmoat Homes.

- 1.15 A non-material amendment (EDC/22/0111) has also been agreed so that the pick-up/drop-off area in Maclure Road, which was originally part of the detailed planning permission, instead be considered at Reserved Matters stage.

2.0 PROPOSAL

- 2.1 The proposal seeks to deliver a detached mostly two-storey building, with single storey elements at the western and southern ends of the building. The building footprint would be an offset L-shaped footprint. The school building will be sited in the north-eastern corner of the site, with the two arms of the building running parallel to Crete Hall Road and Maclure Road. A plaza entrance area at the north eastern point would provide access to the formal school entrance. A floodlit 3G, under 11s playing pitch is proposed in the southwestern part of the school site and north of that would be two floodlit Multi Use Games Areas (MUGAs). To the north of them would be the staff car park and a new access point off Crete Hall Road. The drop-off/pick-up parking would be located off Maclure Road, which is a private road.
- 2.2 The north-south arm of the proposed building would contain classrooms, including a nursery (26 pupils), reception classes and the Special Resource Provision (15 pupils) at ground floor level, which would each have a dedicated outdoor teaching and play spaces to the eastern side of the school building. The east-west arm of the building would contain the double storey height school hall and the kitchen. At the elbow of the L-shaped footprint would be provided the 'support' areas including the reception, offices, meeting rooms, staff room and medical room.
- 2.3 Within the RM application site are also two areas that have been excluded from the formal school site. To the south of the school's boundary fence is an area at the base of the adjacent cliffs, which is to be retained as an access area for the cliff maintenance and planted as ecology habitat. Between the school's northern boundary and the footway of Crete Hall Road is a landscape strip. Both of these areas would be retained, planted and managed by the current owners, Keepmoat Homes.
- 2.4 The staff car park would provide parking for 36 cars (including 3 DDA spaces) and 3 motorcycles. Two cycle/scooter shelters for pupil use will be provided at the two gated pedestrian access points. One on Crete Hall Road and one on Maclure Road. A total of 30 cycles and 120 scooters will be accommodated. Within the staff car park area will also be provide a further shelter for staff and visitor cycle parking and a bin store. A drop off/pick-up area in Maclure Road would provide 9 car spaces including 1 DDA space. Highway works to Maclure Road are proposed to provide a safe pedestrian crossing point near the drop-off/pick-up area. These works include the build out of the footway on the eastern side of Maclure Road, the installation of a crossing point and a scheme of no waiting markings and 'School Keep Clear' markings in Maclure Road.
- 2.5 Outside of school operating hours some of the school facilities would be available for use by the community, including the MUGA pitches, the 3G floodlit pitch, the school hall, science laboratory and supporting facilities such as the school field, car park and toilets. The proposed hours of community use for the internal areas (hall and science classroom together with comfort areas) are proposed to be:
- Term time – Monday to Friday – 6pm to 10pm
 - Term time – Weekends – 9am to 6pm

- Outside term time – Monday to Sunday – 9am to 9pm
- 2.6 The proposed hours of use for the outdoor spaces (3G pitch and MUGAs) are proposed to be:
- Term time – Monday to Friday – 6pm to 10pm
 - Term time – Weekends – 9am to 9pm
 - Outside term time – Monday to Sunday – 9am to 9pm
- 2.7 The school would be delivered by Kent County Council and is scheduled to be open for September 2025 and operated by the Aletheia Anglican Academy Trust.

3.0 RELEVANT PLANNING HISTORY

- 3.1 The planning history for this site is extensive but the most relevant decisions are:

EDC/17/0038 - Hybrid planning application (part full and part outline) comprising: (1) full planning application for the erection of 598 residential dwellings including affordable housing; retail floorspace (Use Classes A1, A2 and/or A3); amendments to existing highway accesses and realignment of Crete Hall Road; demolition of rear of WT Henley Building; provision of open spaces, equipped areas of play and landscaping; and associated internal accesses/roads, parking, infrastructure, attenuation features and earthworks; and (2) outline planning application (with all matters except access reserved) for a two form entry primary school and for the refurbishment, change of use (for Use Classes A1/A2/A3/B1(a)/C3/D1) and demolition of the boundary wall and rear portion of the WT Henley Building. Approved 20th March 2019 subject to S106.

EDC/19/0049 - Application for the variation of conditions 2, 3, 4, 5, 6, 10, 11, 39 and 58 attached to hybrid planning permission reference no. EDC/17/0038 (comprising full planning application for the erection of 598 residential dwellings including affordable housing; retail floorspace (Use Classes A1, A2 and/or A3); amendments to existing highway accesses and realignment of Crete Hall Road; demolition of rear of WT Henley Building; provision of open spaces, equipped areas of play and landscaping; and associated internal accesses/roads, parking, infrastructure, attenuation features and earthworks; and outline planning application (with all matters except access reserved) for a two form entry primary school and for the refurbishment, change of use (for Use Classes A1/A2/A3/B1(a)/C3/D1) and demolition of the boundary wall and rear portion of the WT Henley Building) to relocate residential apartment block building (Block A) in the north-west corner of the site and associated works, including diversion of the public footpath, changes to car parking and installation of a landscaped bund. Approved 6th September 2019

EDC/22/0111 - Application for a non-material amendment to conditions 2 and 3 of hybrid planning permission reference EDC/19/0049 to replace the School Parameter Plan to allow for changes to the school drop-off and car park as part of the applicable reserved matters application. Approved 27th September 2022

4.0 PUBLICITY AND REPRESENTATIONS

- 4.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list of planning applications.

- 4.2 Neighbour notification letters were sent to 251no. local addresses. The proposals were also advertised by site notice and publication in a local newspaper.
- 4.3 A public consultation event was held by the applicant at St Botolph's CE primary school on 20th November 2023.
- 4.3 At the time of publishing this report **5no.** written representations had been received to the application from 3no. residents, summarised as follows:
- Maclure Road is a private road and may not have been designed for the additional traffic
 - The pick up/drop off area is undersized
 - Increased noise and disturbance
 - Increased pollution through cars idling
 - Loss of privacy
 - Loss of on-street parking for existing residents
 - Traffic obstructing neighbours' driveways

5.0 CONSULTATION RESPONSES

5.1 The following responses have been received and are summarised as follows:

5.2 **Gravesham Borough Council (GBC)** - No comments subject to the proposed development complying with the local and national planning policy.

5.3 **Kent County Council Flood Management** – The Lead Local Flood Authority (LLFA) initially required additional drainage system modelling and information. Following submission of some of the requested additional items the LLFA confirm that the adjusted proposed surface water drainage connection is acceptable, and they remove their holding objection to the determination of Reserved Matters. However, information requested in relation to FEH data is outstanding and it may result in the need for a detailed design submission to account for the data results. They are satisfied that sufficient space and methods exist to provide any further attenuation that may be required without affecting the matters of layout or access.

EDC Officer comments: Condition 9 of the outline permission relates to surface water drainage details and remains to be discharged. That application can take account of the LLFA's remaining matters.

5.4 **Kent County Council Ecology** - The KCC ecologist initially advised that the back spill from the proposed floodlights would impact on the cliff habitat where bats are known to roost and feed and a revised scheme was required to reduce the light spill on to the chalk cliffs. Following the submission of a revised illumination plan and indicative lighting infrastructure details the ecologist advised that: the revised illumination plan demonstrates that the light spill will drop to less than 0.5lux along the chalk cliff; the lighting will not be operational after 10pm; trees to be planted within the hedgerow along the southern boundary within the school site would be more mature specimens (e.g. not whips) and therefore the hedgerow should establish more rapidly and help reduce light spill on to the adjacent cliff. They recommend that once established the hedgerow is managed to go tall and thick to further minimise light spill and that they are satisfied

that the revised lighting plan and the proposed landscaping measures will help minimise the impact the proposed lighting will have on bats foraging/roosting within the site.

- 5.5 **Kent County Council Highways** - The Highway and Transportation officer initially raised various concerns matters related to the need for a further crossing point on Maclure Road, traffic controls, queries related to the parking numbers for different vehicles and manoeuvring clarifications, management of the drop-off/pick-up area, securing EV parking, facilities for staff cycling to work, the School Travel Plan and highway lighting.

The applicant the submitted a Transport Technical Note (TTN) and layout drawing to address the various comments made, which includes details of the highway and mitigation works within Maclure Road. The Highways and Transportation officer finds the changes to the layout, including the proposed pedestrian crossing, vehicle parking, vehicle tracking, as well as updates to the Framework School Travel Plan (STP) and Road Safety Audit acceptable.

The Highways and Transportation officer lists a number of items to be contained within the STP and PMP. It has been noted that the drop off/pick up area will require careful management to prevent negative impacts on the highway. They have also requested the landscape masterplan to show the proposed pedestrian crossing and encourage the applicant to increase the width of the pedestrian/cycle path to 3 metres to reduce the likelihood of any pedestrian/cyclist conflict and stated that additional cycle parking may be required.

The Highways and Transportation officer advises they now raise no objection and suggest conditions relating to the provision of the pedestrian crossing on Maclure Road, double yellow line parking restrictions, school keep clear road markings, parking management plan and a full Travel Plan prior to the school being brought into use. All vehicular and pedestrian/cycle access, visibility splays, vehicle and cycle parking, drop off/pick up area and electric vehicle charging points must also be provided prior to the school being brought into use. It is noted that Maclure Road is not yet adopted and cannot be subject to a TRO. Private parking enforcement is required until a TRO can be secured.

- 5.6 **Kent County Council Heritage** – advise they have no additional comments to those previously provided for the original scheme made under this application reference. (The superseded scheme.) At that time KCC Heritage advised that the application included the submission of a watching brief report which confirmed the depth of made ground at the site. The location of the proposed school avoids the mapped location of the former ‘Baronial Hall’ and other buildings of the Rosherville Gardens. It is unlikely that the proposed works will have a significant below-ground archaeological impact. The details of the location and content of the information board and related heritage trail, required under the outstanding outline conditions 16 (Heritage Management Plan) and 18 (Heritage trail markers and interpretation boards) will need to be submitted in due course.
- 5.7 **Kent Police Crime Prevention Officer** – various recommendations were advised with respect to the use of Secure by Design principles: use of vehicle barriers where necessary; locate accesses close to each other for mutual surveillance; full audio-visual access should be in place and consider use of CCTV coverage to monitor access/egress and remote areas; secure perimeter fencing; secure storage for play and sports equipment; the internal access arrangements must prevent community users accessing other parts of the building; all fire exits alarmed, prune trees to

prevent use as climbing aids; keep bins securely locked away, lighting as per SBD guide; secure cycle racks with CCTV. Secure the site during construction phase.

- 5.8 **Southern Water** – No objections to the application or discharging conditions 3 and 5.
- 5.9 **Kent Fire and Rescue Service** – The Fire and Rescue Service require emergency access, as required under the Building Regulations 2010 to be established. The proposal will meet the access requirements within section 15 of the Approved Document B, Volume 2.
- 5.10 **Environment Agency** – no objection including to CFA piling if required.
- 5.11 **KCC Public Rights of Way officer** - No objection as the development does not affect the PROW network.
- 5.12 **EDC Noise Consultant** - The revised noise report satisfies the requirements of condition 56 and the design of the new school building will ensure that internal and external noise levels will be suitable for the intended teaching uses.
- 5.13 No response was received from Southern Gas Network.

6.0 PLANNING POLICY

6.1 National Policy & Guidance

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

6.2 Development Plan

- 6.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2.2 The development plan comprises the adopted Gravesham Local Plan Core Strategy September 2014, saved policies from the adopted Gravesham Local Plan First Review 1994 and the Kent Minerals and Waste Local Plan 2020.
- 6.2.3 Saved policies contained in the Gravesham Local Plan First Review should be given due weight, with such weight to be given according to the degree to which policies are consistent with the National Planning Policy Framework.
- 6.2.4 The Borough Council has adopted a number of Supplementary Planning Guidance documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications.
- 6.2.5 The policies relevant to the consideration of this application are set out below.

Gravesham Local Plan Core Strategy – September 2014:

CS01 -	Sustainable Development
CS02 -	Scale and Distribution of Development
CS03 -	Northfleet Embankment and Swanscombe Peninsula East Opportunity Area
CS10 -	Physical and Social Infrastructure
CS11 -	Transport
CS12 -	Green Infrastructure
CS13 -	Green Space, Sport and Recreation
CS18 -	Climate Change
CS19 -	Development and Design Principles
CS20 -	Heritage and the Built Environment

Gravesham Borough Local Plan First Review 1994 - Saved Policies (September 2014)

T1 -	Impact of Development on Highway Network
T5 -	New Accesses onto Highway Network
P3 -	Policy for Vehicle Parking Standards

Supplementary Planning Guidance

SPG 4: Kent Vehicle Parking Standards (July 2006)

Other Guidance

Ebbsfleet Implementation Framework 2017
 Design for Ebbsfleet Guide
 Ebbsfleet Public Realm Strategy
 Ebbsfleet Sustainable Travel Strategy
 Planning for Sport Guidance – Sport England
 Playing Field Policy and Guidance (March 2018) – Sport England
 DCLG Policy Statement ‘Planning for Schools Development’ (August 2011)

7.0 PLANNING APPRAISAL

Principle of Development

- 7.1 Paragraph 99 of the NPPF highlights the importance of having sufficient choice of school places available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meet this requirement, and to development that will widen choice in education. They should:
- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
 - b) work with schools’ promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.
- 7.2 At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11) which means approving development proposals that accord with the development plan and where the development plan is absent, silent or relevant policies are out of date planning permission should be granted unless any adverse

impacts would so significantly and demonstrably outweigh the benefits or specific policies in the NPPF indicate development should be restricted.

- 7.3 Policy CS10 of the Gravesham Core Strategy supports the provision of additional infrastructure that improves community well-being. Where new development leads to a need for new or improved physical or social infrastructure this should be provided or funded by the developer. Such infrastructure should be put in place in a timely manner to support new development.
- 7.4 The requirement for a school at this site, as part of the Cable Wharf residential development, has been agreed at outline planning stage and secured through a Section 106 legal agreement.
- 7.5 The principle of the development has therefore already been established in accordance with local and national planning policy. However, it remains necessary for this application to demonstrate that the scheme is acceptable in planning terms, subject to a detailed assessment of the reserved matters - Appearance, Layout, Scale and Landscaping, as well as other site-specific issues.

Layout, Scale and Appearance

- 7.6 Gravesham Core Strategy Policy CS19 requires that the design, layout, and form of new development should be derived from a robust analysis of local context and character and make a positive contribution to the street scene, the quality of the public realm and the character of the area.
- 7.7 Paragraphs 131 and 135 of the NPPF require good design that functions well and is visually attractive as a result of good architecture, layout and appropriate and effective landscaping that should be sympathetic to local character and history. Good design results in better places in which to live and work and creates places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and do not undermine the quality of life or community cohesion and resilience. The importance of ‘...*local design guidance and supplementary planning documents such as design guides and codes...*’ are also emphasised and the use of assessment frameworks such as Building for a Healthy Life.
- 7.8 Ebbsfleet Development Corporation have produced the ‘Design for Ebbsfleet’ guide, which is a material planning consideration in this assessment. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the designs of new neighbourhoods follow good urban design principles to deliver attractive, safe and efficient layouts that contribute positively toward an appropriate character for Ebbsfleet. Building for Healthy Life assessments are also used to assess development proposals.
- 7.9 Considering the reserved matter of ‘Layout’, the layout of the site has evolved since the original submission of this application in 2022. The original school proposal was superseded at the applicant request and was orientated primarily running east to west, parallel to Crete Hall Road, with classrooms fronting onto Crete Hall Road. The current layout has significantly reorientated the footprint of the building to be an offset-L shape with the classroom arm of the school running north to south, parallel to Maclure Road, support spaces located at the elbow of the L-shape, and the school hall and kitchen located in the east-west arm of the building parallel to Crete Hall Road.

- 7.10 The proposal demonstrates a well-considered access strategy, which aligns with the general movement framework for the Cable Wharf development. A small entrance plaza is located in the north-east corner of the site, directly adjacent to the junction between Crete Hall Road and Maclure Road. The entrance plaza provides direct access to a more formal main entrance which would serve community users and pupils whose classrooms are on the first floor. Additionally, the gate to the nursery and reception classrooms are off this plaza area. All ground floor classrooms have direct access from the playground.
- 7.11 The 'primary pupil gate' access point for pupils is located on the northern Crete Hall Road boundary, allowing access for pupils coming from the west and Rosherville Way. The 'secondary pupil gate' access point is located off Maclure Road, which provides access for pedestrians from Cable Wharf and also for pupils from the adjacent drop-off point. The secondary pupil access location requires a scheme of mitigation works to Maclure Road involving the build-out of the footway on the eastern side of Maclure Road, the installation of a further crossing point and the installation of parking restrictions in Maclure Road.
- 7.12 The applicant advised that a key matter influencing the reorientation of the building and the reconfiguration of the internal layout of the space is the Department for Education ambition to reduce overheating and achieve carbon net zero. To enable this has been proposed east/west facing classrooms, as opposed to north/south facing classrooms as in the original footprint configuration. It is also seen that the revised internal configuration means that the indoor spaces for community use are located close to the staff car park and the external use community spaces. Furthermore, the internal layout is such that the indoor community use spaces can be easily segregated from the other areas of the school by the locking of circulation space doors.
- 7.13 Operationally the site layout and internal configuration of school space is very functional and logical, with a good flow of movement. However, the layout has created significant challenge to the external design of the school as the layout has resulted in a building with some inactive frontage to Crete Hall Road.
- 7.14 As outlined above, the internal configuration of the space is such that the double-height hall and single storey kitchen, together with the secondary elevation of the administration area, front onto Crete Hall Road and form the primary frontage of the school. However, these are secondary spaces and by their nature fail to provide any significant active frontage onto Crete Hall Road for this key civic building and there would be areas of blank wall on this primary elevation, particularly at ground floor level, on what is a very 'box' built form. Ideally any public or non-residential buildings would have a very active frontage on their primary elevation. It is therefore challenging in design terms to create an interesting and characterful civic building on the basis of such a layout.
- 7.15 In relation to design and the reserved matter of 'appearance' it is evident that the revised proposal has led to some design challenges and compromises, mostly in relation to the Crete Hall Road facade of the building but also more generally the presentation of what is a building of a box-based format.
- 7.16 In respect to the architectural language of the building, the design narrative seeks to respond to the site's cultural heritage and the forms and architecture of the Rosherville Gardens and Henley Cable Works factory buildings. The architecture has sought to do this through its general materiality, and through the massing and articulation of certain elements within its façade design.

- 7.17 The scheme references the historic towers within the former Rosherville Pleasure Gardens in the massing of the two key corners on Crete Hall Road and references the former industrial buildings through use of a saw-tooth roof form in the Crete Hall Road elevation. This inclusion of the tower elements and the articulated roofline are strongly supported, but the exploration of the design narrative remains limited.
- 7.18 The materiality of the scheme includes light grey brick to reference the Henley Building and the local chalk cliffs, and a muted green composite cladding to contrast with the brick and taking its cues from colour found along the local riverside. This variation of colour and materiality of the building offers a certain degree of visual interest and a distinctiveness within the wider Cable Wharf development which supports the civic character of the building.
- 7.19 The applicant has revised the building design following discussions with officers to change the brick tone of the single storey elements at the ends of the building 'arms' to a darker tone and thereby create some level of visual break within the elongated mass of brickwork. There is also now to be incorporated a scheme of protruding feature brickwork at some key areas, such as at high level within the eastern 'tower' and brick banding incorporated between first floor windows on the eastern elevation, but areas of unarticulated blank brick wall remain along Crete Hall Road.
- 7.20 The southern and western elevations, internal to the school site are visible at distance from the public highway, remain as plain brickwork and of a 'box' form. When viewed from the school's key outdoor spaces therefore the building appears uninspiring but it is acknowledged that architectural detailing, and associated additional cost, is focussed on the more prominent elevations.
- 7.21 The canopy and signage at the main entrance of the school at the entrance plaza could benefit from being larger in size but the applicant has stated they will not enlarge it, but has enlarged the vertical signage lettering at the western end of the building on the single storey element.
- 7.22 NPPF Paragraph 135 states that local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of the development. These include design advice and review arrangements and assessment frameworks such as Building for a Healthy Life (BFHL).
- 7.23 A BFHL assessment of the scheme has been undertaken by EDC officers. BFHL is a design tool to measure and assess good design for new homes that is supported by the housebuilding and architectural industries as well as Government and Local Authorities. The proposed development is considered to perform satisfactorily against the 10 relevant BFHL questions, achieving 7 greens and 3 ambers, summarised below. Those shown in grey are not applicable to this scheme.

¹Integrating the neighbourhood

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

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

9 Healthy Streets	10 Cycle Parking and Car Parking	11 Green and Blue Infrastructure	12 Back of footpath- front of house
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- 7.24 Overall, the ‘appearance’ of the school building and the BFHL criteria of ‘Memorable character’ are not as high scoring as officers would have wished but it is recognised that the architectural detailing of the building has uplifted the presentation of the building within the street scene and area and has reached the level where it would result in a building with strong character and presence. The site layout and internal configuration of school space is very functional and logical with a good flow of movement. In respect to the reserved matter of ‘scale’ the two-storey height of the school would be appropriate and in keeping with the surrounding context and development. As such, subject to suitably worded planning conditions to control the agreement of final materials and architectural detailing, the proposal is considered to constitute good design and comply with Policy CS19 of the Gravesham Core Strategy Policy CS19, the NPPF and national design guidance.

Landscaping

- 7.25 Gravesham Core Strategy Policy CS19 requires new development to include details of appropriate hard and soft landscaping to ensure that the public realm and open spaces are well planned, appropriately detailed and maintained so that they endure. The NPPF requirements for ‘Good Design’ incorporate appropriate and effective landscaping.

- 7.26 Under this application the proposal includes a ‘Landscape Strategy’ to address the reserved matter of ‘landscaping’ and there remains an operational condition (condition 40) on the outline planning permission related to soft landscaping details, including for:

- (i) the type and species of planting to be carried out to include their quantity and size;*
- (ii) measures to promote biodiversity enhancement to include planting of native and wildlife attracting species and installation of bat and bird nesting boxes;*
- (iii) a timetable for implementation; and*
- (iv) details of initial aftercare, long term maintenance and details for monitoring and remedial measures.*

- 7.27 In addition to condition 40 there remain also conditions 17 (hard surface materials/samples and boundary treatment) and 18 (benches, seats, feature paving, signs, CCTV) still to be discharged.
- 7.28 Within the plaza entrance area of the school site the landscape strategy proposes planting beds of shrubs, architectural plants and trees in front of 1.2m high vertical metal railings. The hard landscaping would be resin bound gravel and concrete block, which would require little maintenance but are of an acceptable appearance. Benches are also proposed within the plaza space and spaced bollards across the entrance points allow for unimpeded access and circulation while providing a level of safety and separation of the space (which is to be maintained by the school) from the adopted highway. Overall, the landscape proposals for the plaza area would provide a pleasant and welcoming space for parents, pupils and visitors, creating a sense of arrival and an opportunity for socialisation of parents and children.
- 7.29 In relation to planting in the wider school site the Landscape Strategy plan shows significant lengths of hedgerow and tree planting, using primarily native species, along the western and southern boundaries of the site; between the staff car park and the MUGAs; enclosing the outdoor classroom/play areas for the nursery, reception classes and the SRP area and between the staff car park and the northern boundary. Strategically, the northern half of the western boundary is proposed as a woodland buffer adjacent to the acoustic fencing and commercial neighbours beyond. The hedgerow within the southern boundary of the site, adjacent to the cliff exclusion area, would contain large broadleaf tree species such as Beech, Oak, Lime and Horse chestnut and would also provide screening to the proposed employment development (under application EDC/23/0163) which has a higher land level. A number of feature trees are also shown within the site adjacent to a possible outdoor teaching area and the pedestrian route from the secondary access gate. In combination with the proposed fencing the planting around the perimeters of the site would provide a secure but soft edge to the site over time and would significantly enhance biodiversity on the site.
- 7.30 The landscape proposals include a hierarchy of boundary fencing with varying heights and designs for areas with various functions and varying context with neighbouring uses. The fencing proposed around the perimeter of the plaza and in the drop-off area, to the rear of planting beds, would be 1.2m high, black, vertical bar fencing. Along the western boundary to the Red Lion public house and allocated employment land would be 3m high acoustic fencing. Along the northern boundary to Crete Hall Road and the eastern boundary to the front of the outdoor teaching spaces parallel to Maclure Road would be 2m high green metal mesh. Along the southern boundary to the excluded land at the bottom of the cliff would be 2.4m high weld-mesh fencing. This hierarchy and material type has been carefully thought through and although lower fencing parallel to public highway, particularly Crete Hall Road, would be less prominent, with the hedgerow planting proposals over time the boundaries of the site would soften whilst providing adequate security.
- 7.31 The proposal also includes a green roof on the two storey parts of the school building. Details of this, including management arrangements, would need to be submitted and approved as part of the landscape condition under condition 40 of the outline permission.
- 7.32 Under the current proposal the land at the base of the southern cliff, outside of the school southern fence, is to be excluded from the school site (land to be transferred to KCC Education). Likewise, the strip of land between the northern school fence and the footway on Crete Hall Road is to be retained by Keepmoat Homes. This northern

landscape strip, to be retained by Keepmoat, comprises a 2m wide border of shrub planting, wildflower grassland and semi-mature trees. This approach is supported and would allow for an attractive boundary to this part of the school.

- 7.33 The land at the base of the cliff, to be retained by Keepmoat Homes, is proposed to be delivered as an ecology and habitat area. The landscape strategy note reads *'The existing soil material will be cultivated. As necessary and the steep embankment area will be reinforced with a surface mesh reinforcement system is and where required. The area will then be seeded with an appropriate tussock forming grass/scrub seed mix and managed to form a semi-natural grassland habitat to provide ecologically valuable habitat and enhanced biodiversity.'* Whilst the planting in this area could be more diverse to create greater ecological habitat value the proposed simple planting is accepted. This area would need to remain as accessible for cliff inspection and repair.
- 7.34 Subject to the fulfilment of the outstanding outline conditions the proposal, over time, would create an impactful landscaping for the setting of the school and a soft boundary around much of the site. The landscaping would significantly enhance biodiversity opportunities within the site also and would comply with Policy CS19 of the Gravesham Core Strategy Policy CS19 and national requirements. However, permitted development rights need to be removed preventing the later addition of gates to enclose the plaza entrance space, which would be undesirable for what is a key civic building and contrary to the principles of the Ebbsfleet Public Realm Strategy.

Amenity

- 7.35 Gravesham Local Plan Core Strategy Policy CS19 requires new development to be designed in an inclusive way to be accessible to all members of the community, and to have appropriate level and quality of private and public amenity space. These considerations also form part of the concern of the NPPF 2023 at paragraphs 135, 180 and 185.

Amenity of pupils/staff and community users

- 7.36 The outline planning permission condition 5 (b) requires details of the mitigation of external noise sources and 5 (c) requires BREEAM 'excellent' rating.
- 7.37 The application is accompanied by a Noise Assessment to ensure a suitable teaching environment for students, staff and community users from the external plant. Within the redesigned school proposal the applicant proposes that the school would achieve carbon net zero, in part through the use of measures such as high efficiency performing building fabric, air source heat pumps, solar arrays on the roof of the building, green roof and an east-west orientation of classroom windows, which in part all help to regulate a comfortable temperature inside the building for pupils, staff and community users.
- 7.38 However, it is noted that the internal school design has followed a standardised approach with classrooms sized in accordance with the requirements set out in Building Bulletin 103 and the corridors are not very generously sized and lack natural light and ventilation. The applicant has detailed that the classroom doors will have glazed panels to allow natural light through classrooms into common corridors and to allow visual interaction between spaces. During the progress of the application the applicant has added also rooflights to provide natural daylight to the upper corridor.

- 7.39 As such an acceptable internal environment for staff, pupils and community users will be achieved in this development and a planning condition can be used to ensure the zero carbon measures are provided, retained and maintained.

Neighbour amenity

- 7.40 This site is identified as the location of a primary school in the Ebbsfleet Implementation Framework and masterplan and approved as such in the hybrid planning permission EDC/19/0049. Under the hybrid permission the drop-off/pick-up area was approved to be located within Maclure Road. As such, in the consideration of the impacts of the proposed development on the neighbours' living conditions it is not the principle of the school being located on the site that needs to be assessed but rather the impact of the details of the school development in this proposed arrangement.
- 7.41 The context of the site is such that there are neighbouring houses both on the northern side of Crete Hall Road and on the eastern side of Maclure Road, opposite the application site. These houses are within the Cable Wharf development and are completed and occupied. The distance between the northern elevation of the proposed school building and the dwellings on the opposite side of Crete Hall Road is approximately 25m. The distance between the eastern elevation of the school building and the dwellings on the opposite side of Maclure Road is approximately 45m.

Daylight and overshadowing

- 7.42 The two-story nature of the building is not considered to be overbearing within a residential street of two storey buildings and in its proposed relative location to the neighbouring houses it would not result in a loss of daylight to those houses or overshadowing of their rear gardens.

Outlook

- 7.43 At the proposed separation distances of the school development from houses in Maclure Road and Crete Hall Road, the part two storey/part single storey scale of the school building would not appear overbearing or dominant from those dwellings.

Privacy

- 7.44 Neighbour representation has been received that the close proximity to adjacent houses will lead to a loss of privacy for existing residents.
- 7.45 The school facade to Crete Hall Road only has first floor windows serving staff support areas at the plaza end of the building. These would not be available for community use. Classrooms running parallel to Maclure Road are set back significantly from the highway, behind the drop-off/pick-up area and the outdoor teaching/play spaces. Although mutual vision between the school and neighbouring houses would be possible at first floor level the separating distances are sufficient that there would be no significant impact on privacy.

Noise and disturbance – external plant, traffic and use of outdoor spaces

- 7.46 Neighbour representation has been received raising concerns about increased noise and disturbance to existing residents.

- 7.47 The applicant has requested to discharge condition 56 (noise from plant) as part of this current RM application. Condition 56 requires details of the proposed schedule of equipment to be able to assess the noise impact of external mechanical and equipment noise and ensure its compliance with a specified noise limit so as to protect neighbours' living conditions. To address this condition, as well as other aspects of noise, the applicant has submitted a Noise Impact Assessment and a Noise Survey Report.
- 7.48 With respect to the external mechanical and equipment noise the noise impact assessment satisfactorily demonstrates the external plant would not harm the living conditions of neighbours and as such condition 56 can be discharged subject to the works being carried out in accordance with the noise assessment details.
- 7.49 A number of neighbour representations are concerned that traffic noise generated by vehicles using the drop-off/pick-up point on Maclure Road would cause disturbance to neighbours.
- 7.50 Traffic noise related to the use of the drop-off/pick-up area noted would be day-time and term-time only as the drop-off/pick-up area will be gated shut outside of the school opening and would not be made available for community use. The Transport Statement estimates that approximately 20% of pupils would travel to school by car, and that there would be 106 two-way movements. Traffic noise in the pick-up time may be more perceptible than in the drop-off period as that is within the morning peak travel period. The assessment concludes that the level of noise, based on a 'worst case', the increase in ambient noise level would not result in a significant adverse impact on local residents.
- 7.51 In respect to the outside classrooms/play areas for the nursery, reception classes and SRP spaces, there would be a distance of about 25m minimum between the houses in Maclure Road and the boundary of the outdoor classrooms/playspaces. These outdoor areas would only be utilised during the school day and when the weather allows and are not to be used outside of school opening or be available for community use and again the noise assessment concludes that resultant noise would remain at acceptable levels.
- 7.52 In respect to the use of the sports pitches the noise survey report has considered the use of these spaces both by the school and by the community after school hours. The submitted (draft) Community Use Strategy details that the 3G pitch, the two MUGAs, the school hall and science room would be available for use by the community, with parking for this use being the staff car park and operational until 10pm in term-time weekdays and 9pm weekends and outside term-time.
- 7.53 The cumulative noise generated from the simultaneous use of the 2 MUGA courts, the 3G Under 11's pitch and the staff car park has been considered using the Sport England 'Artificial Grass Pitch (AGP) Acoustic Planning Implications (New Guidance for 2015)' and Road Traffic Noise Predication Model RLS90. The MUGAs would be approximately 40-45m from houses on Crete Hall Road and the 3G pitch would be approximately 75m from those same properties.
- 7.54 The report concludes that the calculated noise impact assuming the cumulative use of all of the areas referred to above at the same time (the 2 x MUGA courts, 1 x football pitch, and proposed car park) at the closest residential dwellings on Crete Hall Road are slightly above the recommended World Health Organisation (WHO) measure for residential noise impacts but it recognises that the likely use of all of these spaces at the same time would only be for very short time periods and it

therefore considers that during a moderate use of the facilities, the expected sound levels will be at least 5 or 10 dB below the levels calculated during the intensive use and below the WHO recommended limit.

- 7.55 It is noted that no concerns have been raised by neighbours in relation to the community use of the external playing areas or the (draft) Community Use Strategy.
- 7.56 Overall, subject to the use of suitably worded planning conditions, the impact of the development on the amenities of pupils, staff and community users as well as neighbours to the school, would be of an acceptable level and without harm to good living conditions in relation to noise, air quality, daylight, overshadowing, outlook and privacy and would accord with local and national policies and guidance.
- 7.57 The required planning conditions are to agree a finalised Community Use Strategy to include details (in part) of a complaints procedure and an annual review of the Community Use Strategy and a condition, in accordance with the Sport England guidance, to ensure the perimeter rebound fence around the MUGAs is securely clamped with resilient fixings to avoid vibrations and thereby reduce potential disturbance from ball strikes.

Highway Access and Parking

- 7.58 Gravesham Core Strategy Policy CS11 seeks new developments to mitigate their impact on the highway and public transport networks. Policies T1 and T5 require the impact on the transport system be considered and that the formation of new accesses only be permitted where no danger would arise. Policy P3 relates to vehicle parking, in accordance with Kent County Council Vehicle Parking Standards. Paragraph 115 of the NPPF provides that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 116 requires, in part, that developments should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 7.59 EDC has developed a Sustainable Travel Strategy, which requires a level of parking that balances the needs of Ebbsfleet's residents without undermining the viability of city-wide high-frequency public transport, or the adoption of walking and cycling for shorter journeys. In relation to school development, it also promotes:
- Generous, covered and secure cycle hub that is highly prominent at the main entrance, capable of accommodating cycles and scooters
 - Drop-off facilities/pupil car parking should be avoided within the school site or located remotely from the school entrance to promote better air quality and student safety at entrances
 - All school Trust's operating within Ebbsfleet will be expected to implement a School Travel Plan, to discourage car use, and promote walking and cycling
- 7.60 Condition 49 of the outline planning permission EDC/19/0049 relates to the pupil parking/drop off area and requires that it shall be drained, surfaced and demarcated prior to the school being bought into use. Condition 43 requires a School Travel Plan prior to the school being bought into use.
- 7.61 The matter of 'Access' was established at hybrid application stage as part of the detailed planning permission, but this was amended post decision by non-material

amendment so that the layout of the drop-off/pick-up space would become part of the reserved matter. In the hybrid permission the staff car park was to use the same access as the drop-off/pick-up area in Maclure Road, however this application retains the drop-off/pick-up in Maclure Road but proposes an additional access off Crete Hall Road for the staff car park there.

- 7.62 Neighbours' representations have raised concerns that Maclure Road, being a private road, is not designed for the additional traffic associated with the school; the pick-up/drop-off area is too small; an increase in pollution through cars idling; loss of parking for existing residents; traffic related to the school will obstruct neighbours' driveways.

Drop-off/Pick-Up

- 7.63 The drop off-pick up area would provide 9no. spaces, including 1no. accessible space, and be accessed from Maclure Road. Outside of drop off and pick up times these spaces would be used for visitor parking. The drop-off/pick-up area would be secured with gates outside of the school day and would not be available for community functions using the school facilities.
- 7.64 Integral to the operation of the drop-off/pick-up is the Parking Management Plan, a draft of which has been submitted with the application. This Plan explains the proposed management regime for the drop-off/pick-up area and the staff car park. The documents states that its purpose is to ensure the area *'is managed effectively and to deter staff, visitors and parents from parking inappropriately on the local highway network. It is also intended to reduce congestion at peak times.'*
- 7.65 The draft PMP details strategies such as: regulating the accessible times of the staff car park, as an example it says *'between 08.15 and 9am...This will means staff cars do not add to any traffic congestion at peak times.'*; ensuring the staff car park is not used by parents for drop-off/pick-up; staff overseeing the drop-off/pickup area during the morning and afternoon peaks; a 'soft start' at the beginning of the day over a period of 20 minutes in order to spread the number of cars attracted during the morning peak; extensive breakfast clubs which impact travel patterns; staggers at the end of the day between KS1 and KS2 and after-school clubs; the start and finish times of the nursery and SRP provision *'will be co-ordinated...to minimise the amount of cars attracted to the site at peak times.'* The draft PMP says it will be a 'live' document and subject to update and amendment to 'stay relevant' going forward.
- 7.66 KCC Highways request a planning condition to agree a final form of the PMP and highlights to the applicant various amendments to the draft PMP that need to be addressed, which is proposed for inclusion.

Highway Works Maclure Road

- 7.67 Following feedback from KCC Highways, the proposal has provided additional details of highway works within Maclure Road involving a build-out of the eastern footway, which would narrow a section of Maclure Road, and the inclusion of a pedestrian crossing point. The build-out is required to provide a safe crossing so pedestrians have visibility past existing residential parking spaces if they are occupied.
- 7.68 The submitted Transportation Technical Note also refers to the intention for a Traffic Regulation Order to introduce parking restrictions on Maclure Road once the road is adopted.

- 7.69 At this time Maclure Road is a private road, which is a matter that has been raised in neighbours' representations. However, the applicant advises that Keepmoat intend for Maclure Road to be adopted as public highway shortly and they anticipate that this process will be complete before the school opens in September 2025. KCC Highways confirms their understanding, from discussion with Keepmoat Homes, is that the intention is for Maclure Road to be adopted as public highway before the school opens and do not raise any issues with the proposed adoption.
- 7.70 KCC Highways advises that the proposed build out and crossing are required to make the development safe for pedestrian access to the secondary pupil gate. As such, in addition to a condition to provide and retain the drop-off/pick-up area, a number of Grampian style conditions are required in relation to:
- the provision and retention of the proposed pedestrian crossing on Maclure Road, including the build out of the footway, prior to the school opening
 - installation of double yellow line parking restriction road markings on both sides of Maclure Road, adjacent to the site, prior to the school opening
 - installation of "School Keep Clear" road markings on the west side of Maclure Road, adjacent to the site, prior to site occupation.
 - private parking enforcement must be in place from the opening of the school for the double yellow line and 'School Keep Clear' markings.
- 7.71 KCC Highways advise that once Maclure Road has been adopted then Traffic Regulation Orders (TROs) can be made for the road markings. It is intended that this will all be completed prior to the opening of the school but KCC have warned that TRO applications can take up to 6 months. Once the road is adopted and subject to a TRO the responsibility for enforcement falls to the Borough Council and private parking enforcement would no longer be required.

School Travel Plan

- 7.72 Ebbsfleet Sustainable Travel Strategy proposes parking levels that would meet the demands of the development whilst encouraging alternative forms of travel to the private car. For school developments the School Travel Plan will identify local issues relating to the school journey, set out a strategy of agreed aims and identify a package of measures designed to promote more sustainable travel choices for pupils, parents, staff and visitors.
- 7.73 The applicant has submitted a Framework School Travel Plan and, following review by KCC Highways, a planning condition will be required to secure the final version of the Travel Plan, which additionally needs to account for matters raised in their representation.

Parking

- 7.74 In accordance with the Ebbsfleet Sustainable Travel Strategy the following parking provision is required:
- *Employees/Visitors Primary School plus Nursery* = 39 spaces
 - *Motorcycle parking requirement* = 3 spaces
 - *Disabled parking bay (DDA) provision* = 2 spaces (plus one space of sufficient size but not specifically designated)

- *Cycle parking* = KCC Parking Standards requires a minimum of two cycle parking spaces per classroom while EDC parking standards are 10 cycle spaces per classroom.

The proposed cycle parking provision does not meet EDC's standards however it is noted that there is ample provision for scooter parking, which is not a requirement. It is recommended the School Travel Plan (STP) is updated to monitor the use of cycle parking with additional provision implemented as required.

- 7.75 On this basis, the proposal meets the level of parking requirements of the Ebbsfleet Sustainable Travel Strategy, with cycle parking monitoring of the cycle and scooter parking to form part of the revised STP required by planning condition. Planning conditions are also required to agree the details of the cycle/scooter shelters, make minor adjustments to the parking layout plans and secure the provision and maintenance of the access points and car parks.
- 7.76 Electric vehicle (EV) charging is required to meet the latest requirements of Building Regulations for any active and/or passive EV charging parking spaces. In this case at least 4no. EV charging points would be provided in the staff car park.

Deliveries

- 7.77 Large delivery vehicles, coaches and refuse collection vehicles would utilise access off Crete Hall Road which allows for turning and exit in a forward gear. Tracking diagrams have been provided to demonstrate the accessibility of the site layout for large vehicles.
- 7.78 A waste and recycling store is proposed to the west of the access from Crete Hall Road and a planning condition is required to secure the final design of the bin store.
- 7.79 In summary, subject to safeguards and controls to ensure safe access and the approval of a Parking Management Plan and School Travel Plan to encourage sustainable travel modes, the proposed development is acceptable in transport terms, including the provision of acceptable vehicular and pedestrian access arrangements in accordance with Gravesham Core Strategy Policy CS11, Saved Local Plan Policy T5 and paragraph 114, 115 and 116 of the NPPF.

Biodiversity, Ecology and Lighting

- 7.80 Policy CS12 of the Gravesham Local Plan Core Strategy supports proposals that conserve, enhance and promote biodiversity to ensure no net loss of biodiversity within the Borough. Paragraph 180 of the NPPF 2023 states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible.
- 7.81 The cliff to the south of the school site is known to have bats roosting as these were identified in the preliminary ecology survey for the hybrid planning application. An Ecological Impact Assessment was submitted to support this application setting out ecological mitigation and enhancement strategies, including limiting the impact of lighting on bats. Bats are a protected species as identified within the Wildlife and Countryside Act 1981 (as amended) and as such harm through light disturbance to bats' habitat would not be acceptable.

- 7.82 For the proposed floodlights a revised illumination plan has been provided together with details of the draft lighting scheme that has been used to create that illumination plan. The applicant advises that details of the lighting equipment have not been subject to tender or finalised but the revised lighting illumination plan was created based upon:
- x 10m high column floodlights for the 3G playing pitch
 - 6 x 6m high column floodlights for each of the MUGA pitches
- 7.83 The illumination plan also shows a series of bollard lights within the car park, along paths around the site and in the playground area. In a separate information sheet the lux levels and lighting product details of the various light fittings used to create the illumination plan are also provided.
- 7.84 KCC Ecology notes that the updated lighting plan demonstrates that the light backspill will drop to less than 0.5lux along the chalk cliff; the floodlights will be turned off by 10pm; and trees to be planted within the hedgerow along the southern boundary within the school site would be more mature specimens (e.g. not whips) and therefore the hedgerow should establish more rapidly and help reduce light spill on to the adjacent cliff habitat. They recommend that once established the hedgerow is managed to go tall and thick to further minimise light spill and that they are satisfied that the revised lighting plan and the proposed landscaping measures will help minimise the impact the proposed lighting would have bats foraging/roosting within the site.
- 7.85 In relation to wider ecological interests the landscaping strategy for the site includes significant hedgerow, tree and shrub planting, scrub and tussock grass in the cliff buffer area and the green roof. Together with any features such as bird and bat boxes or log piles for insects, the proposal would result in significant biodiversity enhancement within the site. A school ecology area is indicated on the layout plan but in its location under the floodlights it is considered to be in the wrong place and unlikely to thrive.
- 7.86 Condition 40 of the outline planning permission requires agreement of final planting details as well as implementation and management details and measures to promote biodiversity enhancement including installation of bat and bird nesting boxes.
- 7.87 KCC Highways has considered the illumination plan and concludes that the light spill from the site onto the adjacent highway is likely to be minimal and is acceptable.
- 7.88 Subject to conditions related to a final lighting scheme to achieve the revised illumination plan and the discharge of condition 40 of the outline planning permission the proposal is considered to comply with the requirements of local and national policy in relation to ecological matters.

Flood Risk and Drainage

- 7.89 Gravesham Local Plan Core Strategy Policy CS18 expects development proposals to reduce the overall local risk of flooding and demonstrate that they are adequately defended and safe over their lifetime. Policy CS19 seeks proposals to build in resilience to the effects of climate change, including protection against flood risk.
- 7.90 A Flood Risk Assessment was submitted as part of the outline planning permission that took account of site wide flood and drainage issues. Condition 9 of the outline planning permission requires details of a surface water drainage scheme prior to

commencement of each phase of the site wide development. A drainage scheme was submitted to support this application together with updated plans and micro drainage calculations that were supplied following comments from the LLFA.

- 7.91 Whilst the LLFA have removed their initial holding objection to this application because there remains sufficient space within the layout and design of development to undertake any drainage revisions that may still be required, they have requested additional information before condition 9 can be discharged. Therefore, a separate application to discharge condition 9 is required and the applicant will be reminded of this through an informative.

Sustainability

- 7.92 Gravesham Local Plan Core Strategy Policy CS18 requires new development to include proposals for low carbon and renewable energy generation, including combined heat and power and CS19 requires new development, in its design and layout, to take advantage of opportunities to building resilience to the effects of climate change, including delivering carbon reduction, provision for low carbon and renewable energy and minimising energy consumption and water use.
- 7.93 The NPPF sets out the key role planning plays in delivering reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The NPPF also notes that planning supports the delivery of renewable and low carbon energy and associated infrastructure.
- 7.94 Condition 5 of outline planning permission relating to the details to be submitted with the school reserved matters application requires "(c) A sustainability statement indicating how the detailed design/construction/materials will achieve a BREEAM "excellent" rating for water use efficiency and collection and providing details of low carbon and renewable energy generation measures including through improved fabric energy efficiency of the building(s)".
- 7.95 The Design and Access Statement explains that the latest DfE 'Output Specification' (November 2022) embeds net zero carbon targets across all the design targets for new school development. The achievement of 'carbon net zero' once the school is operational would exceed the BREEAM 'excellent' target of the outline planning condition 5.
- 7.96 An Energy Strategy Report has been submitted in support of the current application and the achievement of net zero carbon. This report details low carbon and efficiency measures including:
- no mains gas serving the site;
 - High thermal performance building fabric;
 - high airtightness in the building fabric and designing out thermal bridging;
 - exposed concrete soffits to classrooms to allow ventilation systems to provide night cooling;
 - natural ventilation (fan and passive stack assistance in peak times);
 - Efficiently routes heating pipework with high levels of insulation to minimise heat loss;
 - Heating zones to provide operation of rooms outside of normal hours without heating the whole building;
 - Air source heat pumps, radiators and hybrid thermal mixing units;
 - Mechanical ventilation systems with heat recovery to pre-heat incoming fresh air;
 - LED lighting with many fitted with auto on/off control;

- Intelligent control of the building management system;
- Large photovoltaic arrays on the flat roof of the two storey parts of the building (the applicant confirms 207 x 455 Wp (Watt peak – max capacity) solar panels in a south facing orientation);
- EV charging points;
- Server room cooling system.

7.97 The proposals therefore comply with requirements of Local Plan Policies CS18 and CS19 and national requirements. A verification condition is required to ensure that the various measures within the Energy Strategy Report are incorporated into the development, to achieve carbon net zero (or a minimum of BREEAM ‘Excellent’ to comply with condition 5 of the outline permission) and are operational by time the use of the school commences.

Heritage

7.98 Gravesham Local Plan Core Strategy Policy CS20 prioritises the preservation, protection and enhancement of its heritage and historic environment, including through historic interpretation where there are significant heritage assets.

7.99 The outline planning permission took account of the site heritage which included the potential for prehistoric and later archaeology and that the Cable Wharf site lies within the Rosherville Gardens, a 19th and early 20th century leisure complex with associated buildings, structures, route ways and landscaping.

7.100 An archaeological watching brief has been undertaken on the site of the proposed school site and the report presenting the results has been submitted to support this application. The report concludes that there were no below ground archaeological remains or geoarchaeological deposits on site.

7.101 KCC Heritage is satisfied that the location of the proposed school building avoids the mapped location of the former ‘Baronial Hall’ and other buildings of the Rosherville Gardens and therefore that it is unlikely that the proposed works will have a significant below-ground archaeological impact.

7.102 Details of the location and content of a heritage information board and related heritage trail will need to be submitted in due course under the requirements of conditions 16 (Heritage Management Plan) and 18 (Heritage trail markers and interpretation boards) of the outline planning permission.

7.103 Subject to the fulfilment of the outstanding outline conditions, in relation to the school site, the proposal accords with Local Plan Core Strategy Policy CS20 and the NPPF requirements in relation to the impact of development on heritage assets, interests and importance.

Community Use Facilities

7.104 The S106 agreement requires that the primary school facilities of sports pitches, toilet facilities, school halls and rooms, vehicular access and parking facilities shall be available for the use of local residents, including sports clubs, other associations, private individuals, when not in use by the primary school.

7.105 A draft Community Use Strategy has been submitted to support this application that outlines that the 3G pitch, the two MUGAs, the school hall and science room would be available for use by the community during evenings, weekends and in the school

holidays, with parking available in the staff car park. Opening hours are set out earlier in this report.

- 7.106 Notwithstanding the submitted draft strategy a condition is required to agree a final 'Community Use Strategy' to include additional details such as: how the facility will be managed and operated; how and when the facilities will be promoted and made available to residents, local clubs and community groups; arrangements for booking the facilities; details of how any rents, fees and charges will be calculated, including option for discounts to local residents and/or organisations; timescale for first availability of use of the facility by the community; annual reporting of the extent of usage of the facilities to the Local Planning Authority; a complaints procedure; an annual review of the Community Use Strategy.

8.0 FINANCIAL CONSIDERATIONS

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

9.0 HUMAN RIGHTS

- 9.1 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.

10.0 PUBLIC SECTOR EQUALITY DUTY

- 10.1 In determining this application, regard has been had to the Public Sector Equality Duty (PSED) as set down in section 149 of the Equality Act 2010, in particular with regard to the need to –
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. It is considered that the application proposals would not undermine the objectives of the Duty.
- 10.2 It is considered that the application proposals would comply with the objectives of the Duty.

11.0 CONCLUSION

- 11.1 The proposal for a new 2 form entry primary school accords with the principles and parameters established by the hybrid planning application and s106 agreement for Northfleet Embankment East. The proposed development will help to meet EDC's

aspirations for Northfleet Riverside with a high-quality residential neighbourhood with new primary school provision. The layout, scale, appearance and landscaping are considered to be acceptable. The application has undergone negotiation and revisions to achieve design improvements. The proposals will not result in harm to the amenity of existing or future residents, the environment or the transport network. The development would be in accordance with local and national planning policies and there are no material considerations of sufficient weight that would dictate that the application should be refused.

- 11.2 In considering this application, due regard has been given to all comments and representations received and where possible these have been addressed through negotiation with the applicant.
- 11.3 The application is therefore recommended for approval subject to imposition of the planning conditions listed in the officer recommendation.

**SUPPLEMENTARY INFORMATION
PLANNING COMMITTEE 10 April 2024**

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

Agenda Item 005 - EDC/22/0042

1. Amend the wording of condition 2 part vii. to include the agreed colour of the cladding so it reads as follows:

vii. sample of cladding in the agreed colour RAL 140 60 10 (Silver Linden Grey)
2. Amend the first bullet point of paragraph 7.82 to read as follows:
 - 8 x 10m high column floodlights for the 3G playing pitch
3. Insert new paragraph 7.104 in the Planning Appraisal section of the report as set out below:

Environmental Impact Assessment

The hybrid 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 the permission, being outline planning permission in part, 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 hybrid 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.

4. Replace paragraph 8.1 in the Financial Considerations section of the report as set out below:

Regard should be had to any local finance considerations so far as material to an application for planning permission and while this is not material to this application for the approval of reserved matters, financial benefits will accrue to the area if approval is granted. The Government wishes to ensure that the decision-making process for major applications is as transparent as possible, so that local communities are more aware of the financial benefits that development can bring to their area. In this area the following benefits to the public purse accrue from development: Business Rates in respect of the school.

5. Amend paragraph 10.2 in the Public Sector Equality Duty section of the report. Delete the words 'not conflict' and insert 'comply' so the sentence reads as follows:

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

6. Amend paragraph 11.3 of the Recommendations and Conclusions section of the report so that the paragraph reads as follows:

The application is therefore recommended for approval subject to imposition of the planning conditions *and informatives* listed in the officer recommendation, *with delegated authority to the Director of Planning & Place to make minor changes to the wording.*

PLANNING ACTIVITY REPORT – Q4 2023/24

1. Background

- 1.1 The Ebbsfleet Development Corporation, as a Local Planning Authority, has a requirement to collect and submit data to the Department for Levelling Up, Housing and Communities (DLUHC) on the time taken to determine planning applications and the quality of decisions.
- 1.2 The approach to planning performance is published by the government in a document entitled 'Improving Planning Performance – Criteria for designation'. This document covers performance in relation to both speed and quality of decisions and was most recently updated in October 2022.
- 1.3 The performance thresholds for the reporting period are: -
 - Speed Major Developments: to determine 60% of applications within 13 weeks.
 - Speed Non-Major Developments: to determine 70% of applications within 8 weeks.
 - Quality Major Developments: to have no more than 10% of appeals overturned.
 - Quality Non-Major Developments: to have no more than 10% of appeals overturned.
- 1.4 It should be noted that the quality of decision making in relation to appeals is calculated on the basis of the number of schemes overturned in the context of the overall number of decisions made by an authority during the assessment period.
- 1.5 This paper provides EDC Planning Committee with the statistics for Q4 of 2023/24.

2. Statistics

- 2.1 Annex A contains a series of charts showing data concerning the determination of planning applications.
- 2.2 Figure 1 shows the number of applications received and determined for the year by quarter. During the period 1 January 2024 to 31 March 2024 the Corporation received 18 planning applications which fall within the statutory returns. During this same period the Corporation determined 13 such planning applications.
- 2.3 Applications can be subject to a bespoke determination timescale which is agreed between the applicant and the local planning authority. These can be in the form of a Planning Performance Agreement (PPA) or a Planning Extension Agreement (PEA). Of the decisions this quarter 5 were subject to either a PPA or PEA.
- 2.4 Figures 2 & 3 show performance against the targets for major and non-major applications set out in paragraph 1.3. The overall performance for the period 1 January 2024 to 31 March 2024 is:
 - 'Major application' within time or within time agreed is 100%.
 - 'Non-major applications' within time or within time agreed is 100%.

- 2.5 The overall current annual performance is:
- 'Major application' within time or within time agreed is 100%.
 - 'Non-major applications' within time or within time agreed is 100%.

2.6 The EDC received no planning appeal decisions during the quarter.

3. Advice and Analysis

3.1 This report is submitted for information and enables EDC planning committee to monitor the work of the planning team.

3.2 It should be noted that the activity outlined in these performance statistics relates to only those applications which are covered under the statutory reporting process. EDC considers a substantial number of other applications including pre-application enquiries, condition discharge applications and non-material amendment applications which do not get captured in these numbers.

3.3 The overall activity for the quarter including those applications not formally reported shows 25 being received and 46 being determined.

3.4 In relation to enforcement action, during the quarter 2 notices were served with both notices being Planning Contravention Notices.

3.5 There were 6 enforcement cases created and 3 cases closed during the quarter.

4. Financial and Legal Implications

4.1 Planning income for 1 January 2024 to 31 March 2024 was £7,829. Annex B (Figure 1) shows the planning application fees received.

4.2 Planning fees increased from 6th December 2023 following amendments to the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations.

4.3 The most significant application fee received relates to a Reserved Matters application for the Major Urban Park (South) in the Whitecliffe development (£2,535). The quarterly breakdown is given as follows:

- Apr - Jun 2023 = £153,483
- Jul - Sept 2023 = £5,928
- Oct – Dec 2023 = £26,878
- Jan – March 2024 = £7,829

4.4 If the Local Planning Authority is designated as non-performing then applicants would have the choice of submitting applications to the Planning Inspectorate, which would include the fee. This would not only take control away from the Corporation but would reduce income.

4.5 There are no legal implications arising directly from this report.

5. Recommendation

5.1 This report is submitted for information to assist the committee in monitoring Development Management activity and therefore there are no recommendations for the committee to consider.

Annex A: Applications

Figure 1: Number of applications received and determined per quarter

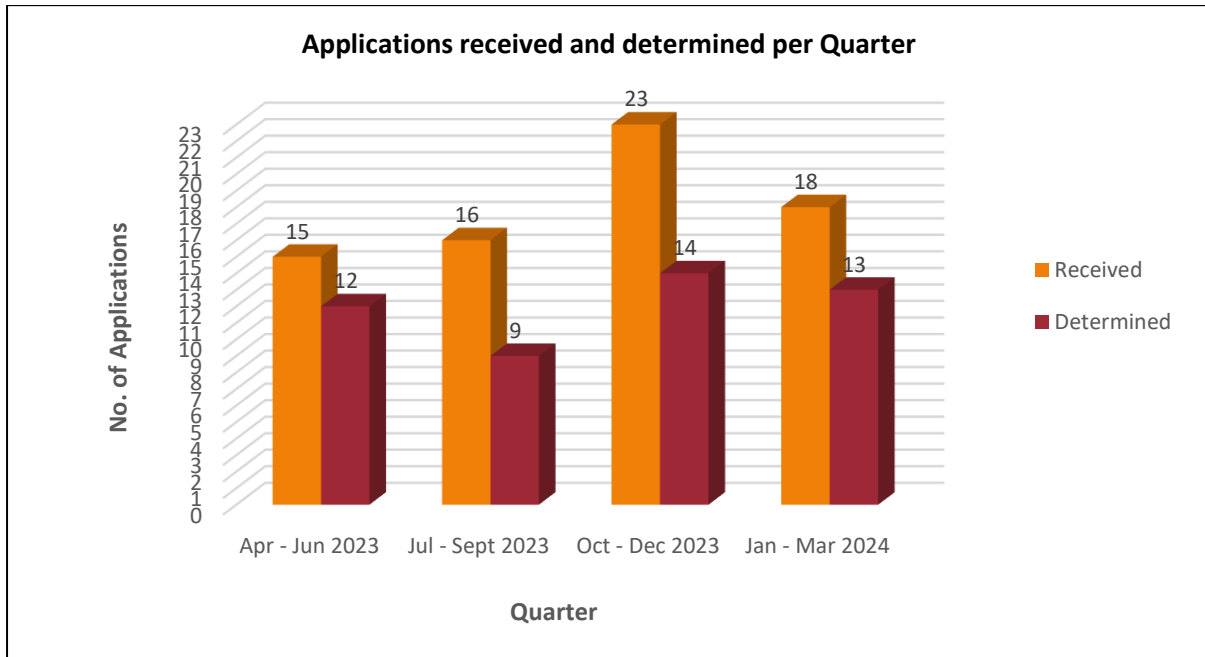


Figure 2: Percentage of Major Applications determined against the statutory performance target per quarter.

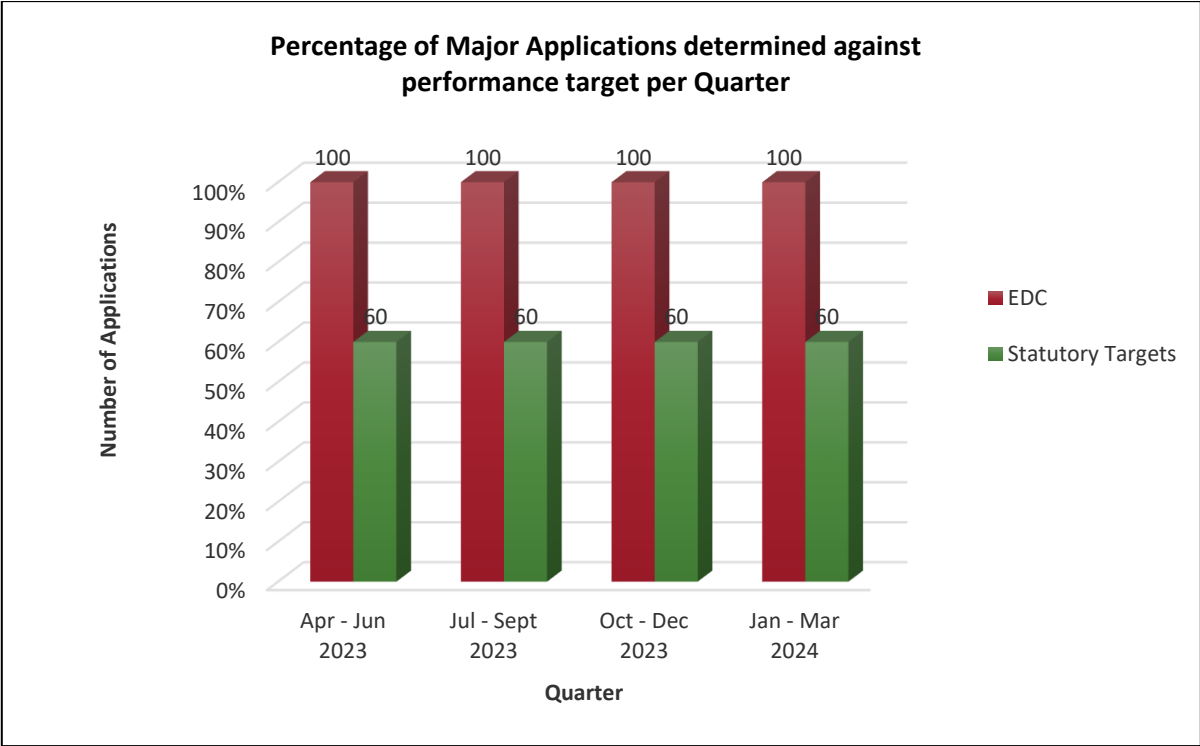
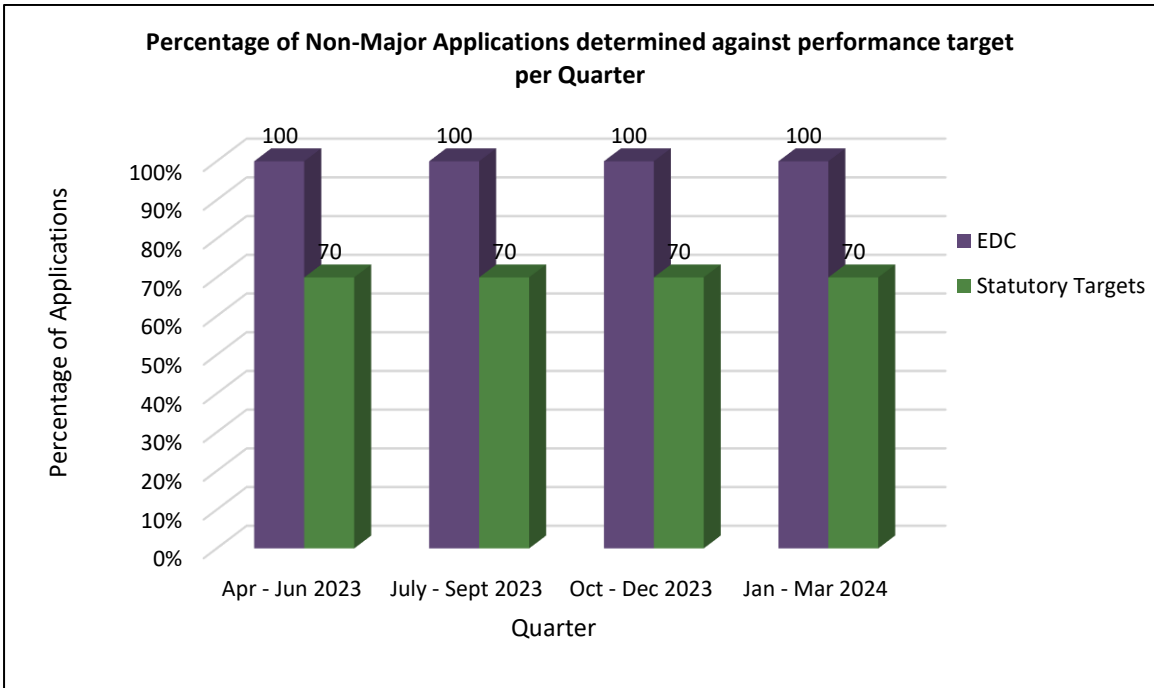
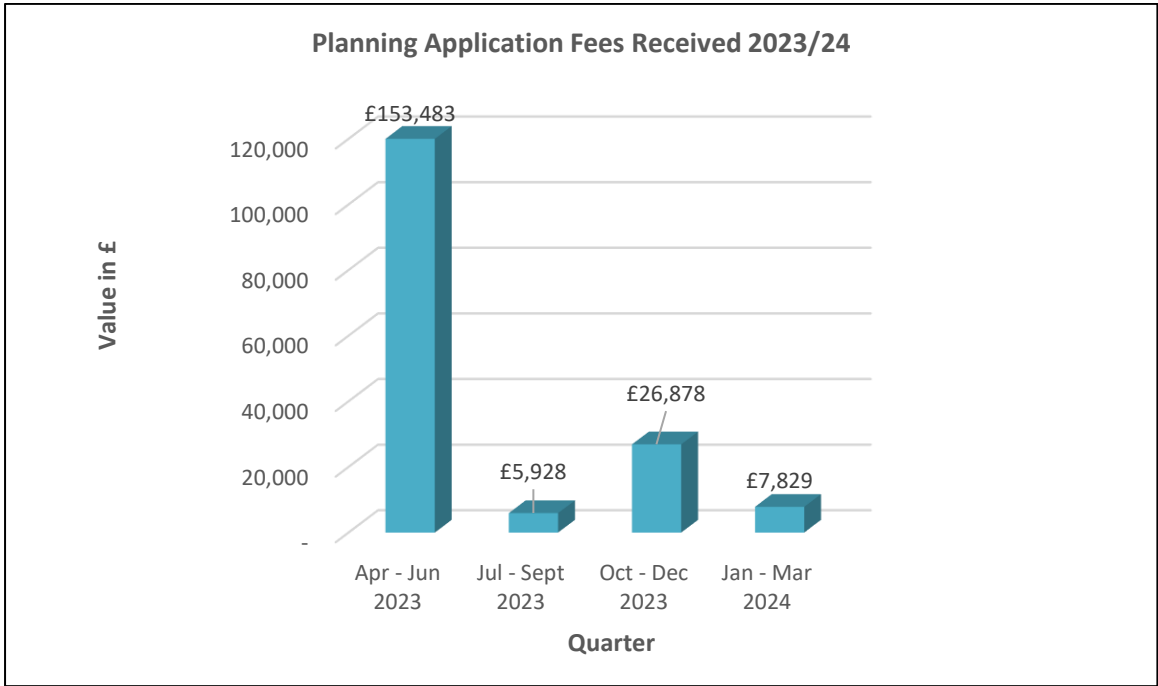


Figure 3: Percentage of Non-Major Applications determined against the statutory performance target per quarter.



Annex B: Planning Fees

Figure 1: Planning application fees received per quarter.



LIST OF APPLICATIONS DETERMINED UNDER DELEGATED POWERS

Period for Report: January – March 2024

EASTERN QUARRY:

Application Reference: EDC/23/0164 Decision Date: Thu 25 Jan 2024

Location: Ashmere (Western Village) Phase 2 Eastern Quarry Watling Street Kent DA10 ODH

Applicant: Miss Stephanie Clarke

Proposal: Full discharge of Condition 12 (Travel Information Pack) pursuant to reserved matters approval EDC/21/0079.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/23/0145 Decision Date: Tue 30 Jan 2024

Location: Eastern Quarry Watling Street Swanscombe Kent

Applicant: Eastern Quarry Ltd

Proposal: Display of two non-illuminated banner signs.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0036 Decision Date: Mon 15 Jan 2024

Location: Eastern Quarry Watling Street Swanscombe Kent

Applicant: C/O Agent - Mr James Dodds

Proposal: Partial discharge of condition 34 - Parts 2 & 3 (contamination) pursuant to outline planning permission EDC/17/0048 in relation to Ashmere Phase 2 Block 2A only.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/24/0004 Decision Date: Tue 05 Mar 2024

Location: Alkerden Parcel 5B Eastern Quarry Watling Street Swanscombe Kent

Applicant: Mr Julian Moat

Proposal: Discharge of condition 3 (Road Widths, Verges & Trees to Primary Street) pursuant to reserved matters approval EDC/23/0114.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/23/0191 Decision Date: Thu 07 Mar 2024

Location: 3 Motte Lane Castle Hill Ebbsfleet Valley Kent DA10 1AG

Applicant: Mr A Oladapo

Proposal: Erection of a single storey rear extension together with installation of window to ground floor side (north) elevation.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0189 Decision Date: Fri 01 Mar 2024

Location: Alkerden (Parcel 5B) Eastern Quarry Watling Street Swanscombe Kent

Applicant: Mr Julian Moat

Proposal: Discharge of condition 4 (Vegetation Clearance) pursuant to reserved matters approval EDC/23/0114.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/22/0074 Decision Date: Tue 05 Mar 2024

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

Applicant: Bellway Homes Limited (Kent)

Proposal: Partial discharge of condition 4 (Underground Services and Trees - excluding spine road) pursuant to reserved matters approval EDC/21/0128.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/23/0041 Decision Date: Wed 20 Mar 2024

Location: Eastern Quarry Watling Street Swanscombe Kent

Applicant: Josephine Baker

Proposal: Discharge of condition 7 (electric vehicle charging points) pursuant to reserved matters approval EDC/21/0104.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/20/0024

Decision Date: Thu 21 Mar 2024

Location: Eastern Quarry Watling Street Swanscombe Kent

Applicant: Eastern Quarry Ltd

Proposal: Application for the approval of Condition 15 attached to outline planning permission reference no. EDC/17/0048 relating to a bio-diversity plan implementation programme update for Alkerden and Ashmere.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/22/0077

Decision Date: Fri 22 Mar 2024

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

Applicant: Bellway Homes Limited (Kent)

Proposal: Partial discharge of condition 6 (a) (Sample Materials) pursuant to reserved matters approval EDC/21/0128.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/22/0075

Decision Date: Fri 22 Mar 2024

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

Applicant: Bellway Homes Limited (Kent)

Proposal: Partial discharge of condition 5 (full lighting scheme - excluding pocket park and spine road) pursuant to reserved matters approval EDC/21/0128.

Ward: Ebbsfleet

Decision: Approved

NORTHFLEET EMBANKMENT WEST:

Application Reference: EDC/23/0037

Decision Date: Thu 11 Jan 2024

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

Applicant: Bellway Homes Limited

Proposal: Discharge of condition 10 (Ecological Enhancement Measures) pursuant to reserved matters approval reference no. EDC/21/0081.

Ward: Northfleet and Springhead

Decision: Approved

Application Reference: EDC/23/0186

Decision Date: Mon 05 Feb 2024

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

Applicant: C/O Agent - Miss Alice Maguire

Proposal: Discharge of conditions 3 (Archaeology) and 10 (Lighting) pursuant to planning permission EDC/22/0117 (Installation of a 33/11kV primary electricity substation with associated vehicular access and boundary fencing.)

Ward: Northfleet and Springhead

Decision: Approved

Application Reference: EDC/23/0056

Decision Date: Tue 27 Feb 2024

Location: Land at Former Northfleet Cement Works The Shore Northfleet Gravesend Kent DA11 9HD

Applicant: C/O Agent - Gregory Evans

Proposal: Discharge of Condition 7 (Architectural Details) pursuant to full planning approval EDC/22/0015.

Ward: Northfleet and Springhead

Decision: Approved

Application Reference: EDC/22/0183

Decision Date: Tue 27 Feb 2024

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

Applicant: Bellway Homes Limited (Thames Gateway)

Proposal: Discharge of condition 5 (hard and soft landscaping) pursuant to planning permission reference no. EDC/22/0016.

Ward: Northfleet and Springhead

Decision: Approved

Application Reference: EDC/22/0149

Decision Date: Mon 26 Feb 2024

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

Applicant: Bellway Homes Limited (Thames Gateway)

Proposal: Discharge of condition 7 (PV Panels) pursuant to reserved matters approval EDC/21/0081.

Ward: Northfleet and Springhead

Decision: Approved

Application Reference: EDC/22/0129

Decision Date: Mon 05 Feb 2024

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

Applicant: Bellway Homes Limited

Proposal: Discharge of condition 5 (Electric Vehicle Charging) pursuant to reserved matters approval reference no. EDC/21/0081.

Ward: Northfleet and Springhead

Decision: Condition Discharge

Application Reference: EDC/23/0150

Decision Date: Fri 08 Mar 2024

Location: Land North of The Creek Northfleet Embankment West The Shore Northfleet Gravesend Kent

Applicant: Gregory Evans

Proposal: Application to discharge condition 3 of planning permission EDC/21/0206 in relation to the installation and finish of boundary treatment.

Ward: Northfleet and Springhead

Decision: Condition Discharge

Application Reference: EDC/22/0035

Decision Date: Thu 14 Mar 2024

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

Applicant: Bellway Homes Limited (Thames Gateway)

Proposal: Partial discharge of condition 30 (External Surface Materials) pursuant to outline planning permission EDC/16/0004 relating to land within residential Phase 1B.

Ward: Northfleet and Springhead

Decision: Approved

Application Reference: EDC/24/0007

Decision Date: Mon 25 Mar 2024

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

Applicant: C/O Agent - Miss Alice Maguire

Proposal: Discharge of condition 4 (Surface Water Drainage) pursuant to planning permission EDC/22/0117 for the approved application for the Installation of a 33/11kV primary electricity substation with associated vehicular access and boundary fencing.

Ward: Northfleet and Springhead

Decision: Approved

LAND NORTH OF LONDON ROAD:

Application Reference: EDC/24/0005

Decision Date: Wed 20 Mar 2024

Location: Land North Of Tiltman Avenue Swanscombe Kent DA10 0LL

Applicant: C/O Agent - Mr Gregory Evans

Proposal: Detailed planning application for temporary use of land north of Tiltman Avenue as a vehicle car park and temporary storage for construction materials.

Ward: Greenhithe & Knockhall

Decision: Approved Subject to Conditions

SPRINGHEAD PARK:

Application Reference: EDC/23/0181

Decision Date: Wed 24 Jan 2024

Location: Site Adjacent To 4 High Street Lawn Road Northfleet Kent DA11 9HB

Applicant: Mr Khaled Ezzeldin

Proposal: Erection of a two storey house dwelling (ground floor and lower ground floor).

Ward: Northfleet and Springhead

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0135

Decision Date: Mon 08 Jan 2024

Location: Land at Wingfield Bank Springhead Road (Springhead Park) Northfleet Gravesend Kent

Applicant: Mr C Saunders

Proposal: Discharge of condition 1 (Details of remedial works) pursuant to planning approval reference EDC/16/0006.

Ward: Northfleet and Springhead

Decision: Approved

Application Reference: EDC/23/0133

Decision Date: Mon 08 Jan 2024

Location: Wingfield Bank Bridge Wingfield Bank Northfleet Gravesend Kent

Applicant: Mr S Saunders

Proposal: Discharge of condition 1 (Details of remedial works) pursuant to planning approval reference EDC/16/0007.

Ward: Northfleet and Springhead

Decision: Approved

Application Reference: EDC/20/0037

Decision Date: Mon 05 Feb 2024

Location: Land West of Springhead Road (Phase 3) Springhead Road Northfleet Gravesend Kent

Applicant: Mr T Haines

Proposal: Discharge of condition 15 (Surface Water Verification Report and Maintenance and Management Plan) pursuant to reserved matters approval reference no. EDC/18/0009.

Ward: Northfleet and Springhead

Decision: Approved

EBBSFLEET GREEN:

Application Reference: EDC/23/0102

Decision Date: Thu 11 Jan 2024

Location: Phase 2C Former Northfleet West Substation Southfleet Road Swanscombe Kent DA10 0BE

Applicant: Mr Nathan Mascall

Proposal: Discharge of Condition 14 (Surface Water Drainage Verification Report) pursuant to reserved matters approval EDC/18/0170.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/23/0139

Decision Date: Fri 19 Jan 2024

Location: Community Hub Talbot Lane Ebbsfleet Kent DA10 1AZ

Applicant: Redrow Homes

Proposal: Non-material amendment to reserved matters application EDC/21/0176 for changes to the community hub comprising reduction in size of 3G sports pitch and changes to associated lighting and landscaping, together with changes to the building including external alterations to cladding materials and position of fenestration, and internal alterations to layout/configuration of spaces.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/24/0003

Decision Date: Thu 22 Feb 2024

Location: 64 Roberts Lane Weldon Ebbsfleet Valley Kent DA10 1EH

Applicant: Mr Naveen Oxford

Proposal: Conversion of garage into habitable room.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/24/0002

Decision Date: Mon 19 Feb 2024

Location: 4 Ekman Close Weldon Ebbsfleet Valley Kent DA10 1AR

Applicant: Mr Omidina

Proposal: Application to infill under the existing storm canopy to create a porch.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0185

Decision Date: Thu 29 Feb 2024

Location: 18 Ecclestone Road Western Cross Ebbsfleet Valley Kent DA10 1FX

Applicant: Mr Oluwole Amoye

Proposal: Installation of dormer window and 4 rooflights with associated loft conversion.

Ward: Ebbsfleet

Decision: Approved Subject to Conditions

Application Reference: EDC/23/0156

Decision Date: Fri 23 Feb 2024

Location: Former Northfleet West Sub Station Southfleet Road Swanscombe Kent DA10 0BE

Applicant: Redrow Homes Ltd

Proposal: Discharge of Condition 6 (Sustainability Strategy) pursuant to reserved matters approval EDC/17/0135

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/23/0179

Decision Date: Fri 01 Mar 2024

Location: Former Northfleet West Sub Station Southfleet Road Swanscombe Kent DA10 0BE

Applicant: Redrow Homes Limited c/o WSP

Proposal: Discharge of condition 4 (tree planting details) pursuant to reserved matters approval EDC/23/0122.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/23/0159

Decision Date: Thu 07 Mar 2024

Location: Former Northfleet West Sub Station Southfleet Road Swanscombe Kent DA10 0BE

Applicant: Redrow Homes Limited

Proposal: Discharge of Condition 3 (Soil Quality Verification Report) pursuant to reserved matters approval EDC/21/0089.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/23/0147

Decision Date: Fri 01 Mar 2024

Location: Ebbsfleet Green Former Northfleet West Sub Station Southfleet Road Swanscombe DA10 0BE

Applicant: Mr Nathan Mascal

Proposal: Discharge of Condition 5 (Details of Equipment and Street Furniture) pursuant to reserved matters approval EDC/21/0089.

Ward: Ebbsfleet

Decision: Approved

Application Reference: EDC/19/0108

Decision Date: Fri 15 Mar 2024

Location: Former Northfleet West Sub Station Southfleet Road Swanscombe Kent
Applicant: C/O Agent - Mr Christopher Tennant

Proposal: Application for the discharge of conditions 6, 12 & 13 attached to planning permission reference no. EDC/19/0155 relating to details of Photovoltaic Panel usage, Electric vehicle charging points details and compliance of building regulations part M4(2).

Ward: Ebbsfleet

Decision: Approved
