



**EBBSFLEET DEVELOPMENT CORPORATION
Planning Committee**

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

Cllr Atwal (Substitute)

A meeting of the above Committee will be held on Tuesday 29th October 2024
at 5pm at The Observatory and via Microsoft Teams.



PLANNING COMMITTEE AGENDA

Tuesday 29th October 2024

1. **Apologies for Absence**
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 25th September 2024

ITEMS FOR CONSIDERATION

5. **EDC/24/0049 - The Hub, Alkerden**

Proposal

Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for a health facility, lifelong learning centre, multi-use hall and ancillary spaces together with associated infrastructure including landscaping, car and cycle parking and ancillary works.

Recommendation

Authority be delegated to the Director of Planning and Place to approve the application and issue reserved matters approval, subject to the imposition of the planning conditions as set out in the report, with delegated authority to the Director of Planning and Place to make minor changes to the wording.

6. **EDC/23/0086 - Land at Former Northfleet Cement Works, Northfleet**

Proposal

Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north east of College Road (Phase 3A) comprising the erection of 273 no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy, and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (condition 11), community facility (condition 14), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15).

Recommendation

Authority be delegated to the Director of Planning and Place to approve the application and issue reserved matters approval, subject to:

- (i) The imposition of the planning conditions as set out below, with delegated authority to the Director of Planning and Place to make minor changes to the wording, and
- (ii) Completion to the satisfaction of Ebbsfleet Development Corporation as Local Planning Authority of a deed of planning obligation under s.106 of the Town and Country Planning Act 1990 (as amended) to secure the following financial contributions:
 - £3,000 towards Gravesham Borough Council undertaking a design, consultation and advertising exercise for modifying the existing Traffic Regulation Order (TRO) in neighbouring public highway, to be paid prior to first occupation of Phase 3A;
 - £10,000 towards Gravesham Borough Council modifying / introducing a Permit Parking Area (PPA), including costs associated with lining and signage, to be paid following TRO public consultation and decision to proceed with the modified/new PPA; and
 - £51,000 towards Gravesham Borough Council's operational enforcement of the modified/ new PPA and towards any necessary amendments to controlled parking on streets in the vicinity of the development to address parking issues arising which Gravesham Borough Council considers are directly attributable to the development, to be paid following TRO public consultation and decision to proceed with the modified/new PPA.

7. EDC/24/0014 - Major Urban Park South, Alkerden

Proposal

Reserved matters application (details relating to access, appearance, landscaping, and layout) pursuant to conditions 2 and 25 of outline planning permission EDC/17/0048, for the construction of the Major Urban Park South, including the creation of Whitecliffe Square, a multi-use events space, together with associated hard and soft landscaping, sports pitches, a MUGA, play areas, cycle parking, improvements to existing woodland and associated works, together with submission of details relating to noise and vibration (condition 28), open land accessibility and management (condition 31), and the community facilities statement (condition 32).

Recommendation

Authority be delegated to the Director of Planning and Place to approve the application and issue reserved matters approval, subject to the imposition of the planning conditions as set out in the report with delegated authority to the Director of Planning and Place to make minor changes to the wording.



8. **Ebbfleet Sustainability Assessment and Guidance**

Recommendation - Approve

9. **EDC Validation Checklist Update**

Recommendation - Approve

10. **Planning Activity Report (July – September)**

For noting

11. **Delegated Items Report – September 2024**

For noting

EBBSFLEET DEVELOPMENT CORPORATION

PLANNING COMMITTEE MINUTES

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

Date: Wednesday 25th September 2024

Time: 17:10 – 17:40

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

The Chairman 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 Fred Maroudas and Councillor Lee Croxton

2. DECLARATIONS OF INTEREST

Cllr Mote made a previous rep on the application, as recorded on the supplementary report.

3. URGENT ITEMS

There were no urgent Items.

4. RECORD OF MEETING

The minutes from the Planning Committee meeting held on 28th August 2024 were approved.

5. EDC/23/0031 – The Pier Ingress Park Site Ingress Park Avenue Greenhithe Kent

Jedd Goodwin-Roberts (Case Officer) presented the scheme to provide a car park comprising 11no. spaces for use in association with the adjacent community centre within the Ingress Park development. Reference was made to the Supplementary Report that was circulated to committee members in advance of the meeting.

The site location plan and block plans were presented to explain the proposal, which lies within the Swanscombe Peninsula Site of Special Scientific Interest (SSSI). A public right of way which runs through the site would be diverted to the north of the site, and would be subject to a separate public right of way diversion application. It was

explained that provision of the car park would assist with the transfer of the currently vacant community centre to Swanscombe and Greenhithe Town Council to bring it into use. The Case Officer explained that a biodiversity improvement is proposed which includes planting of native species hedging and the use of paving to enable plants to grow within the ground. It was advised that harm to the SSSI cannot be avoided due to the lack of alternative sites for the intended purpose but that, on balance, the public benefit of the proposal would outweigh identified harm to the SSSI.

Accordingly the Case Officer advised that the application is recommended for approval. However, noted that if the committee were minded to approve it, a s.106 Agreement should be secured prior to issuing the decision notice to ensure the parking would be solely used in association with the community centre. It was also explained that, due to an objection from Natural England, in the event of a resolution to approve this application that notice would be required to them prior to a decision notice being issued.

Christopher Fry (Crest Nicholson), registered speaker, spoke in support of the application.

The Chair invited members to raise any questions.

Cllr Mote noted that this proposal has been around for some time and now unfortunately coincides with the more recently notified SSSI. Mr Fry clarified the reference in the officer's report to a 2017 approval which related to an expired planning permission for a car park on this site that was granted prior to the site being notified as a SSSI. Cllr Mote sought clarification on the proposed exclusive use of the car park being maintained for the community and it was answered that a barrier arm gate would prevent unauthorised access and that overall management of the car park will down to the operator of the community centre.

The Chair invited a member discussion but began by raising a reference to Policy M14 of the Dartford Local Plan in paragraph 2 of the Supplementary Report and asked for clarification on the proposal complying with this policy and overall compliance with the development plan as stated in paragraph 5 of the Supplementary Report. The Director of Planning and Place clarified the compliance points raised.

Cllr Mote commented that he was accepting of the mitigating and biodiversity measures proposed.

The Vice Chair asked how the landscape will be maintained and the Case Officer clarified this was covered by the requirement for a detailed landscape management plan and maintenance schedule to be approved pursuant to recommended condition 5 by the operator of the car park. The Chair advised that the maintenance schedule should include provisions for maintenance throughout the period during which the site is used for car parking.

Rev Marsh asked if there was a requirement to provide disabled parking. The Case Officer explained that, with reference to the Ebbsfleet Sustainable Transport Strategy Guide and DBC Local Plan Parking SPD document, for this development there wasn't a requirement for provision of disabled parking. The Chair advised this would be a good addition and this should be considered in the future for this type of application.

The Chair moved to the recommendation as stated in the officer report with an amendment to condition 5 (to add the words "throughout the period during which the site is used for car parking" after "properly preserved monitoring"). Members unanimously voted in support of the recommendation.

6. Delegated Items Report - August 2024

The report was noted, but the Vice Chair sought clarification on the refused retrospective householder application and Mr Pullin confirmed conversations discussed with the applicant regarding loss of parking. Cllr Mote also made reference to the refusal for a proposed change of use to the George and Dragon Public House.

Meeting closed at 17:40

The following officers were in attendance at the meeting:

Mr Mark Pullin – EDC Director of Planning & Place

Mr Jedd Goodwin-Roberts – EDC Senior Planning Officer

Ms Julia Johnson – EDC Planning Committee Secretary

Reference: EDC/24/0014

Site Address: Major Urban Park South, Alkerden, Eastern Quarry, Watling Street, Swanscombe, Kent

Proposal: Reserved matters application (details relating to access, appearance, landscaping, scale and layout) pursuant to conditions 2 and 25 of outline planning permission EDC/17/0048, for the construction of the Major Urban Park South, including the creation of Whitecliffe Square, a multi-use events space, together with associated hard and soft landscaping, sports pitches, a MUGA, play areas, cycle parking, improvements to existing woodland and associated works, together with submission of details relating to noise and vibration (condition 28), open land accessibility and management (condition 31), and the community facilities statement (condition 32).

Applicant: Eastern Quarry Ltd

Parish / Ward: Ebbsfleet

SUMMARY:

This application seeks approval of reserved matters in relation to access, appearance, landscaping, scale and layout for the provision of the southern portion of the Major Urban Park public open space situated between Alkerden and Ashmere within the Eastern Quarry development site (also known as Whitecliffe).

The application has been guided by a series of strategy documents and principally the Area Masterplan and Design Code (AMP/DC) which sets out design parameters for delivery of detailed consents and sets the standards against which all reserved matters applications in Alkerden Village are assessed. A significant programme of public engagement has also been undertaken by the applicant's team and community feedback has directly shaped the proposed design. Opportunities for further co-design are also secured in respect of the identified public art opportunities and the detailed layout and planting for an inclusive sensory garden for members of the community living with neurological conditions, such as dementia or autism.

The development provides informal open spaces which would always be open to the public, including terraced lawns, a multi-use urban square, an outdoor gym area, a basketball/football MUGA, skate park equipment, two children's play areas, and an informal grass 9 v 9 football community pitch. The development will also provide formal open space in the form of 4no. dual use tennis/netball courts and a wheelchair accessible community garden which will be fenced with controlled opening times. The scheme includes 3no. disabled parking spaces within the south-east corner of the site and a significant number of cycle parking stands across the park at key focal points and facilities. The design, layout, and landscaping work well together to create a series of high-quality open spaces at the heart of Eastern Quarry that form a significant piece of green infrastructure, providing a choice of walking and cycling routes through the space which connect well to the existing and planned development. The proposed amenity spaces and leisure routes are visually appealing, and materials and signage would assist legibility and wayfinding. 'Secured by Design' and 'Safer Parks' design principles have been considered to improve the safety of all users, especially women and girls. The proposal accords well with the AMP/DC and sets

out a good quality design achieving 10 out of 12 greens in the Building with Nature assessment, and the provisions accord with the framework for the Eastern Quarry outline planning permission, the approved Landscape & Open Space Strategy and Community and Leisure Facilities Strategy.

The applicant has worked closely with the EDC and the community to bring forward a carefully considered scheme, which complies with national and local policy, as well as the objectives of the Ebbsfleet Implementation Framework and other Ebbsfleet design guidance. It will contribute to the ongoing development of Eastern Quarry and Ebbsfleet through delivery of well-designed amenity spaces and green infrastructure. It is therefore recommended for approval subject to the conditions set out in this report.

RECOMMENDATION:

Authority be delegated to the Director of Planning and Place to approve the application and issue reserved matters approval, subject to the imposition of the planning conditions as set out in the report with delegated authority to the Director of Planning and Place to make minor changes to the wording.

PLANNING CONDITIONS:

Time limit

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

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

Approved Plans and Documents

2. The development hereby permitted shall be carried out in accordance with the following plans, save for any amendments approved pursuant to any planning conditions imposed on this decision notice:

Landscape Drawings -

MUP South Site Context Plan - DE_229_MUPS_L_016 Rev A

MUP South Proposed Levels - DE_229_MUPS_L_017

MUP South Illustrative Cross Sections (pages 1 to 3) - DE_229_MUPS_L_CS -

MUP Illustrative Landscape Masterplan - DE_229_MUP_L_018

MUP South General Arrangement Plan - DE_229_MUP_L_001 Rev A

Detailed Landscape Plan 1 of 3 - DE_229_MUP_L_002 Rev A

Detailed Landscape Plan 2 of 3 - DE_229_MUP_L_003 Rev A

Detailed Landscape Plan 3 of 3 - DE_229_MUP_L_004 Rev A

Play Area and Other Drawings -

Detailed Play Area Plan 1 of 2 - DE_229_MUPS_L_005 Rev A

Detailed Play Area Plan 2 of 2 - DE_229_MUPS_L_006 Rev A

Detailed Community Garden Plan 1 of 1 - DE_229_MUPS_L_007 Rev A

Detailed Whitecliffe Square Plan - DE_229_MUPS_L_008 Rev A

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

Pre-commencement Condition

3. **Ecological Mitigation Plan** - No works shall take place within the site until a detailed ecological mitigation plan has been submitted to and approved in writing by the local planning authority. The submitted ecological mitigation plan must confirm the areas where ecological mitigation is required to be implemented, and detail what mitigation will be implemented, including for which species. No works can commence within the areas identified within the approved plan until the ecological mitigation has been implemented.

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

Informative: KCC Ecology would like it noted that if there is suitable habitat for protected species within the red line boundary, works may not be able to commence this year within those areas. During construction all site operatives must be made aware of the possible presence of protected species during works. If any protected species or signs of protected species are found, works should stop immediately, and an ecologist should be contacted. The applicant may need to apply for a protected species licence from Natural England, evidence of which should be confirmed with the Local Planning Authority.

Prior to the Installation of Underground Services

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

Reason: To ensure underground servicing will not result in conflict with the approved landscaping, particularly tree planting, and to ensure an attractive landscape quality and appearance can be established in accordance with policies M1, M13 and M14 of the Dartford Local Plan.

Beyond Fine Grading Ground Works

5. **Habitat Creation Plan** - Notwithstanding the details submitted with the application, no development beyond fine grading ground works shall take place until a habitat creation plan has been submitted to and approved in writing by the Local Planning Authority. The plan must include details of how habitats will be established within the site and provide interim management details to be implemented until the management detailed within the Major Urban Park South Management Plan (Middlemarch August 2024) can be implemented, including a timetable for implementation. The plan must be implemented as approved in accordance with the implementation timetable.

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

6. **Ecological Enhancements** – Notwithstanding the details submitted with the application, no development beyond fine grading ground works shall take place until details for the ecological enhancements within the site have been submitted to and approved in writing by the Local Planning Authority. The proposal shall include where appropriate the location and details of reptile and amphibian hibernacula, dormice, toad, hedgehog, bird and bat boxes, super invertebrate hotels, log piles and lacewing/ladybird boxes for invertebrates and shall include a timetable for implementation. The development shall be carried out in accordance with the approved details and thereafter maintained.

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

Informative: trees on site may not be able to support bird and bat boxes immediately and therefore details of boxes being erected over the lifetime of the development as trees mature should be provided.

7. **Hard Landscaping Scheme inc. Street Furniture** - Notwithstanding the details set out in the approved plans, no development beyond fine grading ground works shall take place until details of proposed hard landscaping and street furniture have been submitted to and approved in writing by the Local Planning Authority. These details shall substantially accord with the details illustrated and annotated within the Alkerden Major Urban Park – Ebbsfleet Design Statement Aug 2024 (DE_229_MUPS_L_DS REV A) and the approved drawings and shall include the following details:

- a. Full details and samples of all hard surfacing materials together with specification of edging, kerbs and service covers (manhole covers) across the site, including construction details for the self-binding gravel paths with suitable edging.
- b. Details of inclusive design including external steps and ramps, tactile warning or wayfinding paving, mobility features and dropped kerbs.
- c. Construction details for swale bridges, steps, chalk trail, skate park elements, community garden elements (including raised beds and bespoke storage unit with rainwater harvesting), scooter parking.
- d. Full specification details for the outdoor gym equipment including associated surfacing.
- e. Full specification details for all street furniture, including lighting fixtures/columns and bollards should be submitted and also confirm the specified RAL colours (RAL5024 Pastel Blue for Whitecliffe Square, RAL5009 Azure Blue for Sports Plateaus, and RAL4007 Purple Violet for the lower lakeside and woodlands).
- f. Consideration of CCTV equipment to cover the play areas, sports facilities, community garden, MUGA and Skatepark.
- g. Confirm 3no. additional Litter/recycling bins within Whitecliffe Square.
- h. Full specification details for lockable water / power supplies.
- i. Car parking layouts including details of blue badge parking and the demarcation of vehicle parking spaces.
- j. A site wide levels plan, covering all areas of public realm, and to include both spot levels and gradients. Details should also demonstrate gradients to all paths will be accessible, including those connecting to adjoining residential parcels.
- k. Details of the position and finish of the 3no. footpath/cycleways terminating to the eastern boundary to Alkerden South (Redrow Phases 1 and 2). Details should confirm the termination of the connection will be located and finished to provide

appropriate footpath and cycleway connections into the adjoining residential parcel.

- I. Details of a signage including wayfinding signage, play area signage, dog fouling to sports pitches, and safety signage around the skate park and haul road.

The development shall be carried out in accordance with the approved details prior to first use of the open space (or part of the open space to which it relates) and thereafter maintained in accordance with the approved Landscape Management Plan at all times.

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

Informative: Any service covers (manhole covers) where people are likely to walk should be concealed (eg. recessed with inset finish) or located off of pedestrian routes to improve accessibility for people with sight impairment or dementia.

8. **Sport/Recreation** – Notwithstanding the details set out in the approved plans, no development beyond fine grading ground works shall take place until full details of the construction and surfacing materials for the grass sports pitch, tennis/netball courts, and Football/Basketball MUGA, including full specification details all line marking, tennis nets, netball goals, football goalposts and MUGA goal ends has been submitted to and approved in writing by the Local Planning Authority. The submitted details should confirm that:

- specifications are in line with relevant Sport England guidance,
- line marking ensures flexible use of the dual tennis and netball courts
- specifications for appropriate gradients, crossfalls, drainage and grass species to the football pitch have been advised by a specialist Agronomist using Sport England's specifications.

The development shall be carried out in accordance with the approved details prior to the first use of each sport/recreation facility and shall be thereafter maintained in accordance with the approved Landscape Management Plan at all times.

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

9. **Boundaries and Fencing** - Notwithstanding the details set out in the approved plans, no development beyond fine grading ground works shall take place until full details of the design, materials and appearance of all boundary treatments, including retaining walls, swale headwalls, handrails, balustrades, sports fencing/gates, vehicular access gates, including any access points and access control measures, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to first use of the open space (or part of the open space to which it relates) and shall be thereafter maintained in accordance with the approved Landscape Management Plan at all times.

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

Informative: In respect of access control measures to the tennis/netball courts, consideration should be given to Gate access technology which allows venues to control access to their courts remotely, and can encourage new users and wider

audiences, manage instant payment and court bookings and can also be linked to floodlight controls.

- 10. Play Equipment** – Notwithstanding the details set out in the approved plans, no development beyond fine grading ground works shall take place until full specification details (including construction details) for all children's play equipment (including the den building areas, water play elements and waterplay rill) have been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- full details of associated play surfacing
- details of inclusive play (access, age provision and details of equipment).

The play equipment shall be installed in accordance with the approved details prior to the first use of each play area and shall be thereafter maintained in accordance with the approved Landscape Management Plan at all times

Reason: To provide adequate amenities and well-served communities in accordance with Policies M1 and E2 of the Dartford Local Plan.

Informative: Consideration should be given to the Den Building areas being surfaced / demarcated with play grade wood chip (as used with the play area) to further reinforce the woodland theme, rather than chalk.

- 11. Soft Landscape Details** - Notwithstanding the details set out in the approved plans, no development beyond fine grading ground works shall take place until a soft landscaping scheme and implementation programme has been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- a. Details of a stakeholder co-design programme and implementation plan in respect of the detailed landscape design of the northern inclusive sensory garden.
- b. Detailed planting plans at 1:200 scale (or similar) for the whole scheme including details of the numbers of all trees, hedges, shrubs, and herbaceous species to be planted, together with a planting schedule providing individual species, plant sizes (heights, spread, pot size, girth) and densities, and detailing plant supports.
- c. planting design for the areas of groundcover planting (based on but not limited to the species list provided),
- d. details of local edible tree specimen varieties
- e. details of the calcareous seeding mix to the chalk trail.
- f. full planting specification to include ground preparation, planting supports (where relevant) and implementation programme.

The approved soft landscaping scheme shall be carried out in full in accordance with the detailed implementation programme and completed before the end of the first planting season following first use of the open space (or part of the open space to which the planting relates) and thereafter maintained in accordance with the approved landscape management plan.

Reason: In order to ensure an acceptable and functional standard of development upon completion, in accordance with Policies M1, M2 and M14 of the Dartford Local Plan.

- 12. Lighting** - Notwithstanding the details submitted with the application, no development beyond fine grading ground works shall take place until a detailed lighting scheme

which substantially accords with the Lighting Strategy set out within the Alkerden Major Urban Park – Ebbsfleet Design Statement Aug 2024 (DE_229_MUPS_L_DS REV A), including bollard lighting, floodlighting, security lighting and details of the illumination of chalk cliffs at night, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- a. functions of proposed lighting and the uses it supports (e.g. for recreation facilities)
- b. technical details and specifications in respect of power, intensity, orientation, predicted lux contour plots, and light spill plots for all proposed lighting.
- c. details of time limits on lighting illumination, hours of operation, methods of control to operate lighting to sports and recreational facilities, and compatible with Kent County Council's standard electrical dimming regime.
- d. details of how the lighting scheme will mitigate any potential biodiversity impacts arising from the installation or operation of the proposed lighting (particularly in relation to bat and bird boxes and boxes being brought forward as part of the development)
- e. details of fixtures, any supporting structures, and systems of control such as timers and sensors
- f. details on colour temperature of the lighting and the associated public realm surfaces including reflectivity and glare

The final lighting scheme must provide sufficient lighting to footpaths, leisure routes, and public areas and be designed to BS5489-1 2020 standards (or updated equivalent), and in consultation with the project ecologist. The approved scheme shall be implemented prior to the first use of the open space (or part of the open space to which the lighting relates) and maintained in accordance with the approved landscape management plan.

Reason: To ensure a satisfactory appearance to the development and secure an appropriate level of lighting which will conserve and enhance the amenity of residents, neighbours, wildlife habitats and public safety in the interests of secured by design and in accordance with policies M1, M2 and M14 of the Dartford Local Plan.

Informative: footpaths, leisure routes, and public areas should be design to BS5489-1 2020 to ensure that sufficient lighting is present. Any lighting design should also be consulted with the project ecologist, lighting should be designed to minimise impacts on woodland planting, hedgerows and standing water. Mitigation using hoods or shields as well as directional lighting should also be considered. Any lighting design should also include details of the calculation zones for the areas of illuminance to help review average illuminance and uniformity.

13. **Cliff Stabilisation Strategy** – Notwithstanding the details submitted with the application, no development beyond fine grading ground works shall take place until a cliff stabilisation strategy has been submitted to, and approved in writing, by the Local Planning Authority. The cliff stabilisation strategy shall demonstrate that there would be no adverse impact on stability of the chalk cliffs nor unacceptable risk of injury from potential rock fall, and that sufficient accessible land would be retained within the site to enable provision of the development, including amenity, recreational and sports facility areas shown on the approved plans. The cliff stabilisation strategy shall also include a timetable for submission of a closure report for approval of the Local Planning Authority, with the closure report to include details of any works carried out and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. The development shall be carried out in accordance with the approved cliff stabilisation strategy.

Reason: To safeguard the natural environment, the safety of future users of the open spaces, and to ensure the development continues to be served by amenity, recreational and sports facility areas shown on the approved plans, in accordance with Policies M1 and M2 of the Dartford Local Plan and paragraph 180, 189, 190 of the National Planning Policy Framework.

Informative: as per the National Planning Policy Framework, a competent person is required to prepare site investigation information, being a person with a recognised relevant qualification, sufficient experience in dealing with the type of land instability, and membership of a relevant professional organisation.

14. Submission of Public Art Delivery Plan - Notwithstanding the details set out in the approved plans, no development beyond fine grading ground works shall take place until a Public Art Delivery Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall substantially accord with the submitted Public Art Delivery Plan & Concept Plan: Public Art Commission Opportunities set out within the Alkerden Major Urban Park Ebbsfleet Design Statement (DE_229_MUPS_L_DS REV A - Chapter 2). The plan shall include:

- The proposed number, location and overall concept for each installation
- Commissioning and co-creation process in accordance with the approved Eastern Quarry Public Art Strategy (March 2018)
- A timeframe for submission of reserved matters application/s for each installation pursuant to condition 2 and condition 25(i) of the outline permission (EDC/17/0048)
- A timeframe for delivery on site

The development shall be implemented in accordance with the approved Plan.

The subsequent reserved matters application/s shall be submitted in accordance with the approved Plan and shall include a management and maintenance schedule.

Reason: To ensure that public art within the Major Urban Park is brought forward in a timely manner and reflects the local character and heritage following local public input, and to ensure the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policies M1 and E2 of the Dartford Local Plan.

Prior to Seeding/Planting

15. Landscape Management Plan – Notwithstanding the details submitted with the application, no seeding and/or planting shall take place until a full landscape management plan, including implementation plan, long term design objectives and management responsibilities for all landscape areas, hard landscaping, sports pitches, sports courts, MUGA, play and gym equipment, and street furniture, have been submitted to and approved in writing by the Local Planning Authority. Details should confirm a schedule of inspection, maintenance and repair/replacement for a minimum period of 5 years, setting out objectives, tasks, and methodology. The management plan must consider

- biosecurity issues in relation to plant replacement
- sustainability in relation to water usage and irrigation.
- higher maintenance/pruning regime to key movement routes, and
- Specific information on the establishment of native species, namely wildflower and rich grassland (seed and/or turf), hedgerows, scrub, and woodland.
- A managed grass pitch restoration period to allow the grass to be repair and grow for two months of the year.

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

Reason: To ensure the landscape is implemented, established and maintained to a high standard and to protect the visual amenity of the area and benefit bio-diversity in accordance with Policies M1, M2 and M14 of the Dartford Local Plan.

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

Prior to First Public Use

16. Management and Stewardship Plan - Prior to the first public use of any part of the development hereby approved, a detailed Management and Stewardship Plan for the Major Urban Park South shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a. Details of the management company (including contact information).
- b. Details of the governance structures that can adopt and adapt the management and stewardship plan to ensure it continues to deliver green infrastructure outcomes for the lifetime of the development.
- c. Details of community involvement and stewardship.
- d. Details of funding, or a mechanism for future funding, to secure the long-term management and maintenance arrangements
- e. Details of access and management principles, including booking methods and costs for the grass sport pitch, tennis/netball courts, and community garden spaces, including setting up associated equipment,
- f. Details of vehicle access arrangements for events held in Whitecliffe Square to accord with the principles set out in the approved Transport Technical Note (Jan 2024)
- g. Details for accessing the lockable water / power supplies
- h. Details of appropriately trained and qualified personnel (or a means to access and secure such expertise) to manage and maintain the green infrastructure features.
- i. Details of an events programme for the first 12-months of operation, to encourage community engagement, use, ownership and stewardship.

The development shall be implemented in accordance with the approved plan and maintained thereafter. The Plan shall be made available to the local planning authority for review as required. Any updates or amendments that may be required as a result of the review shall be embedded within an updated Management and Stewardship Plan and implemented accordingly.

Reason: To Ensure that appropriate long term stewardship arrangements are put in place for all spaces and facilities used by the public and allow the community to engage and shape their area in a meaningful way in accordance with Policies M1 and E2 of the Dartford Local Plan.

17. Noise Management Plan – Prior to the first use of the Whitecliffe Square Events Space, as indicated in drawing no. DE_229_MUP_L_002 Rev A (Detailed Landscape

Plan 1 of 3) for an event with music, a noise management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include noise control guidance to those planning an event with live or amplified music, covering the period before, during and after the event, and should consider natural guidance contained in the Code of Practice on Environmental Noise Control at Concerts (issued by the Noise Council), and consider methods to control low frequency limits of 70dB at 63Hz & 125Hz outside an affected residential window in respect of music events being held within Whitecliffe Square. The noise management strategy must be implemented in accordance with the approved details at all times.

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

INFORMATIVES:

1. ADDITIONAL DOCUMENTS

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

Existing Drawings –

- Proposed Site Location Plan - DE_229_MUPS_L_015

Supporting Reports and Documents –

- CBRE Cover Letter (February 2024)
- CBRE Cover Letter (September 2024)
- MUP South RMA Statutory and Public Consultation Response Schedule (Sep 2024)
- Planning Compliance Statement (Feb 2024)
- Design and Access Statement - DE_229_MUPS_L_DS
- Middlemarch Eastern Quarry MUP South Management Plan (Aug 2024) RT-MME-121456-317
- Middlemarch Ecology Design Statement (Jan 2024) RT-MME-121456-2023-05 Rev B
- Middlemarch Arboricultural Impact Assessment (Nov 2023) RT-MME-161680-S-02 Rev A
- RBA Acoustics Noise Impact Assessment Report (Jan 2024) - 13246.RP01.NIA.0 Rev 1
- RBA Acoustic Technical Note (May 2024) - 13246.RP01.NIA.0
- Patrick Parsons - Major Urban Park (South) Drainage Strategy (November 2023)
- SLR - Transport Technical Note (Jan 2024) - 425.002155.00001
- Pillory Barn - Statement of Community Involvement (January 2024)

Swept Path Drawings -

- Swept Path Analysis – Car Parking – Standard Design Vehicle - 237626/AT/B01
- Swept Path Analysis - Servicing - 10m Rigid Vehicle - 237626/AT/A01 Rev B
- Swept Path Analysis – Servicing - 16.5m Articulated Vehicle - 237626/AT/A02 Rev B
- Swept Path Analysis – Servicing -Ambulance - 237626/AT/A04 Rev B
- Swept Path Analysis – Emergency Vehicle - Ambulance - 237626/AT/A07 Rev B

Drainage and Lighting -

- Major Urban Park (South) Drainage Strategy - B18075/305 Rev P1
- Drainage Strategy Sheet 2 - B18075/152 Rev P1
- Drainage Strategy Sheet 4 - B18075/154 Rev P1
- Flood Route Plan – Major Urban Park South (Sheet 1) - B18075/330 Rev P1
- Flood Route Plan – Major Urban Park South – Sheet 2 (new drawing) B18075/331 Rev P1

- Lighting of Strategic Movement Routes – Major Urban Park South (new drawing) B18075/333 Rev P1
- Drainage Calculations – Major Urban Park – Summary of Critical Results by Maximum Level Storm
- Drainage Calculations – Major Urban Park – Manhole Schedules for Storm
- Drainage Calculations – Major Urban Park – Storm Sewer Design by Modified Rational Method

2. LANDSCAPING

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

3. KENT COUNTY COUNCIL LEAD LOCAL FLOOD AUTHORITY

A full drainage model for the Major Urban Park is required and anticipated to be submitted as part of the future Major Urban Park North reserved matters application. It should be noted that the full model may have consequences for the capacity, design and size of the swales hereby approved within the Major Urban Park South. Should the full drainage model prove to have consequences for the southern swale design, landscape amendments to the design of the southern swales would need to be regularised through formal submissions or amendments to the approved scheme.

4. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

If any trees are to be adopted by KCC they will need to be inspected prior to adoption. This is to ensure they are in suitable condition. Consideration must also be given to the NHBC guidance with regards to tree planting in proximity to built structures.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway. Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process. Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority. Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissionsand-technical-guidance>. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information> Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the

highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site. Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissionsand-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

5. OUTLINE PLANNING PERMISSION

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

6. REASON FOR IMPOSITION OF PRE-COMMENCEMENT CONDITIONS

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

In accordance with The Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the imposition of this pre-commencement condition has been agreed in writing with the applicant.

7. POSITIVE AND CREATIVE APPROACH TO DECISION MAKING

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

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

1.0 SITE CONTEXT AND PROPOSAL

Site Context

- 1.1 The application site lies within the Eastern Quarry (Whitecliffe) development, , which forms a strategic development site in Ebbsfleet.
- 1.2 Eastern Quarry (EQ), which measures some 270ha in area, is bounded to the south by the A2, the B255 and Bluewater shopping centre to the west, and Alkerden Lane and the settlements of Greenhithe and Swanscombe to the north. Outside the boundary of EQ, the Northfleet West Sub Station site (known as Ebbsfleet Green) being developed by Redrow, is located to the southwest.

- 1.3 Outline planning permission (OPP) was granted for EQ in 2007 for up to 6,250 dwellings together with 33% associated open space and up to 231,000 square metres of built floorspace for business premises; education community & social facilities; hotels; theatre; supporting retail and leisure facilities. All matters were reserved for later consideration. The outline consent was varied in 2013 to allow for a change in land disposition across the Site. A second variation to the outline approval was granted in March 2018 to allow alterations to parameter plans reflecting an update in land levels and land use disposition.
- 1.4 The masterplan for EQ takes the form of three connected villages. The first village to come forward was Castle Hill to the east. Except for some small parcels of land, detailed consent has been granted across Castle Hill for 1,610 dwellings and is nearing completion. To the west of Castle Hill lies the central and western villages. Details have been approved for a total of 518 dwellings in Ashmere village to the west through a joint venture between Vistry and Clarion Housing, with occupations in Phase 1 and construction progressing on Phase 2. The central Alkerden village, which forms the commercial and community heart of EQ, has permission for an education campus anticipated to be operational in 2025, and the first phase of Alkerden Market Centre, comprising a mixed-use development including a supermarket, café, children's nursery, gym/leisure space and neighbourhood green was approved in 2023. Detailed approval has been given for 868 dwellings across Alkerden with construction nearing completion on Bellway (Parcel 5a) and Westerhill Homes custom build units (Parcel 7) in the north, and progressing well on Redrow's joint phases (RM1 and RM2) in Alkerden south. In total there are approximately 2,094 completions across EQ at this time.

Application Site

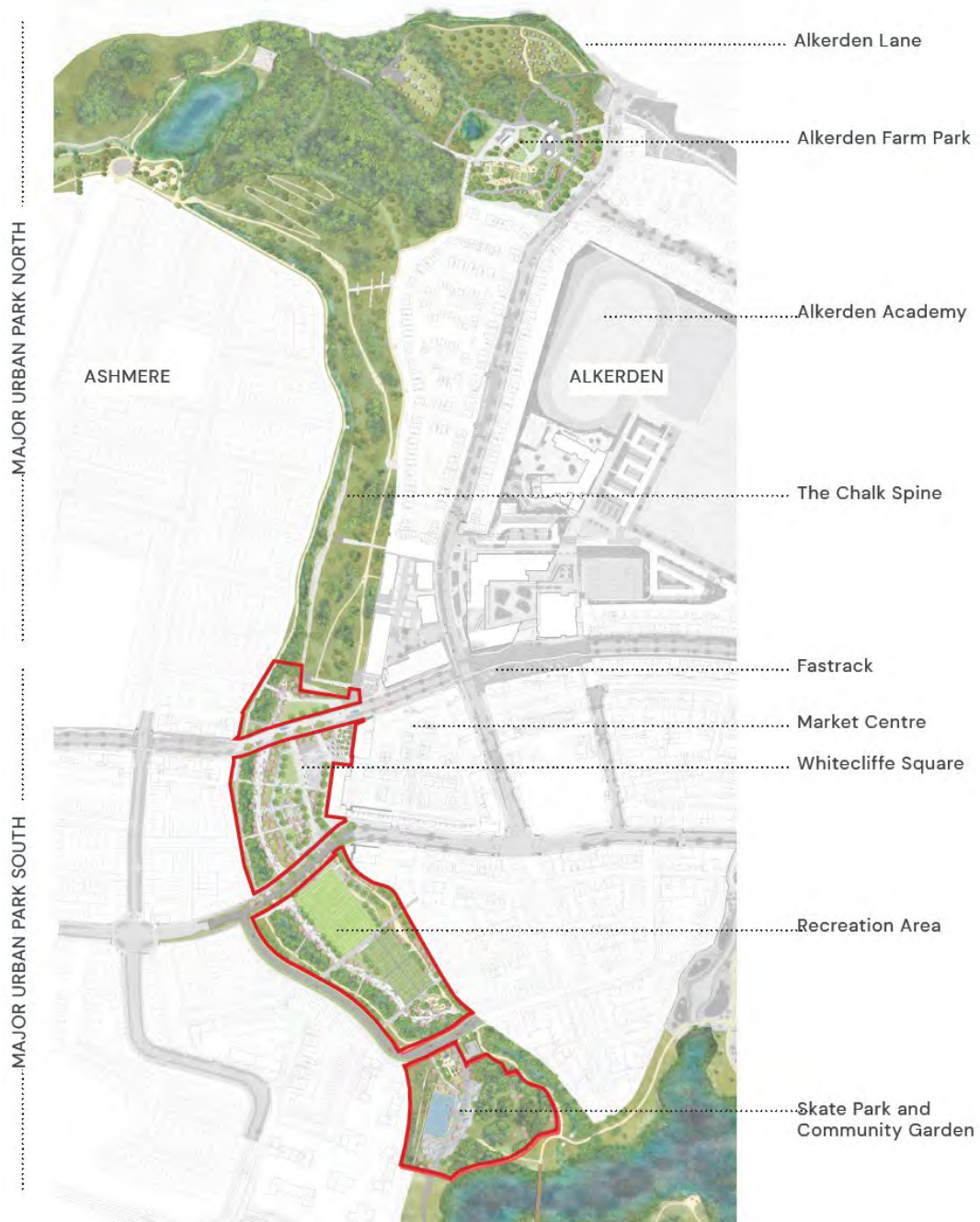
- 1.5 The application Site is situated between Alkerden and Ashmere urban areas at the centre of EQ and extends across 5.57ha. The Site is bound to the north by the base of a chalk spine cliff and the continuation of the MUP north which is anticipated to be formally submitted in Q1 2025. The Site adjoins the Alkerden Market Centre (EDC/22/0177 withdrawn) and Redrow's Alkerden South residential developments (EDC/21/0104 and EDC/23/0027) to the east, and future residential phases of Ashmere to the west. To the south the MUP terminates against the open spaces around Castle Hill Lake (EDC/17/0164), as well as adjoining a small portion of the MUP South which has been submitted separately for the formation of a drainage swale, pedestrian and cycle paths and foul water pumping station (EDC/23/0124). The Site broadly forms a linear corridor measuring 560m in length and varying in width from circa. 60-140m. The site is subdivided by 3 roads; Fastrack (EDC/21/0148), the primary road south (EDC/24/0141) and the Alkerden south secondary street (yet to be submitted). Consistent with the wider topography of the quarry, land falls across the Site from north to south by approximately 13.5m overall.

Proposal

- 1.6 The application seeks approval for all relevant reserved matters (access, appearance, layout, scale and landscaping) pursuant to the extant OPP for EQ for the provision of open space comprising the southern section of the Major Urban Park (MUP).
- 1.7 The MUP will eventually form the largest open space provision within EQ, spanning some 52ha overall. The present scheme, referred to as MUP South, will provide the first portion of the park, beginning at the base of the chalk spine to the north and extending down to Castle Hill Lake in the south. The scheme comprises a significant piece of green infrastructure formed by various interwoven amenity spaces which are

predominately designed as informal open spaces which would be open to the public at all times, including a sensory garden, terraced lawns, a multi-use urban square, an outdoor gym area, a basketball/football MUGA, skate park equipment, 2 no. themed children's play areas, and 1 no. informal grass community pitch (9 v 9 football). A wheelchair accessible community garden and 4no. dual use tennis/netball courts are provided as fenced formal open space with controlled opening times. The proposal includes 3no. disabled parking spaces within the south-east corner of the Site which will be accessed via Sgt Pepper Drive.

Image 01 : Site Plan and Location



- 1.8 The proposals indicate potential locations for public art in three locations, within the MUP south. The applicant has confirmed that a detailed specification, timeframe for

delivery and management and maintenance schedule for each area of Public Art will be subject to a separate reserved matters application.

- 1.9 Pursuant to condition 25 of the OPP for EQ, which requires the submission of details to be provided with any RMA, details of the following sections in relation to the condition have been provided in the submission and will be discussed in the appraisal section below:

- a) Updated area plan
- b) Landscaping
- d) Street lighting and furniture
- e) Boundary treatment
- f) Surface finishes and hard landscaping
- g) Schedule of open space
- h) External lighting (not street lighting)
- i) Detailed public art specification
- j) Cycle Parking
- l) Signage and interpretation

- 1.10 Details relating to condition 25 parts c) Materials, k) television receivers, and m) layout of community buildings, are not relevant to this application. With regard to condition 28 of the OPP, while the development does not propose sensitive uses which abut a principal highway or commercial use, a noise assessment has been submitted to support the RMA providing appropriate noise impact assessments on future residents for the sports and recreational facilities and potential music events being held within the urban square. In accordance with condition 31 (open space) of the OPP, the submitted Planning Compliance statement includes an Open Land Accessibility and Management Strategy (Appendix A) which confirms the development would provide predominately informal open space which will be accessible to the public at all times, with the exception of the fenced and managed hard sport courts, community garden and the restricted safety zones to the base of the cliffs. In accordance with condition 32 (community facilities) of the OPP, the submitted Planning Compliance statement includes a Community Facilities Statement (Appendix B) which confirms management and maintenance principles for the proposed recreational areas.

2.0 RELEVANT PLANNING HISTORY

High Level Permissions

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

Discharge of Outline Conditions

- 2.2 EDC/20/0070 - Application for the discharge of conditions 19 and 20 attached to planning permission reference no. EDC/17/0048 relating to the submission of an Area Masterplan and Area Design Code for the Alkerden Area - Approved 22.11.21.
- 2.3 EDC/22/0008 - Discharge of condition 19 (area master plan) pursuant to OPP EDC/17/0048 (update to earlier condition discharge for AMP/DC, in relation to the Alkerden Market Centre) - Approved 08.03.23.
- 2.4 Furthermore, the following details approved against conditions under the OPP:

- Site Wide Masterplan (condition 10)
- Waste Management Plan (condition 11)
- Water Management Plan (condition 12)
- Archaeology (condition 14)
- Biodiversity Action Plan: Implementation Programme (condition 15)
- Utilities Framework (condition 16)
- Sustainable Construction Plan (condition 23)
- Water Conservation Plan (condition 24)
- Contamination (condition 34)
- Scheme of Working and Code of Conduct (condition 37)

Other Applications

- 2.5 EDC/18/0086 - Reserved Matters Application pursuant to Conditions 2 and 18 of planning permission reference no. EDC/17/0048 relating to advanced infrastructure works in the form of land forming and earthworks within the Central and Western villages (excluding Alkerden Farm) - Approved 06.03.19
- 2.6 EDC/22/0092 - Reserved matters application (details relating to access, appearance, landscaping, layout, and scale) pursuant to Conditions 2 and 25 of outline planning permission EDC/17/0048 for infrastructure works in the form of land forming and earthworks around Alkerden Barn - Awaiting decision

3.0 PUBLICITY AND REPRESENTATIONS

- 3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list. The proposals were also advertised on site via 4no. notices and publication in a local newspaper for the following reason: - Major Development
- 3.2 Site Notice expiry date: - 19 Mar 2024
- 3.3 Press Notice expiry date: - 21 Mar 2024
- 3.4 1no. letter of representation has been received (18.03.24) which generally supports the proposals but which makes the following comments and queries: -
- Difficult to understand how North and South sections will connect and interface physically, ecologically and in design terms. No clear direct alignment for the north-south route due to the breaking up of spaces and functions.
 - Limited connection between North and South on the eastern edge risks could reduce function/coherence as a single park or continuous linear space.
 - Abrupt change of levels where the chalk spine is retained.
 - Isn't clear how a legible north-south footpath/cycle route will be established? Will north be genuinely multi-functional greenspace?
 - Absence of a wider Walking and Cycling Infrastructure Plan demonstrating how connection to other routes (recreational or more functional) through the former quarry and out towards the surrounding areas will be achieved.
 - The inclusion of references in the application to wheelchair accessibility is to be welcomed. Electric wheelchairs (and cycles) charging points should be included.
 - Could design also assist in providing sensory experience for those who are partially sighted or help deliver an environment that is dementia friendly and safe
 - Sound within the environment should be considered and how it would impact visitor experiences

- Lighting to be agreed the ambiance, safety and functionality of spaces, along with ecology.
- Unclear on fencing, lighting and management of recreational areas
- Binding open space management plan should be put in place to ensure the future maintenance of the MUP

EDC Officer Comments: In considering this application, due regard has been given to the comments received from local residents and they have been intrinsically assessed in the planning appraisal given below, however the applicant has responded with the following points of clarification:

- *We are not aware of any policy requirements for wheelchair or cycle charging facilities. Given the proposed uses within the park, charging points are not being provided within the Southern section, for any type of transport of vehicle. Vehicle charging facilities will be provided throughout the wider Eastern Quarry site which will be available for use by the public.*
- *While cross sections have not been provided due to their limited information a Strategic Pedestrian/ Cycle Strategy plan has been provided (page 127 of the Landscape Design Statement) which highlights the connections points between the MUP north and south applications, indicating the key movement routes.*
- *This will be a continuous linear park from the south to the North and will be connected via pathways.*

4.0 CONSULTATION RESPONSES

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

4.2 KCC Highways and Transportation

Received 17.09.24 – NO OBJECTION

Following initial comments seeking further information KCC officers have confirmed:

- As none of the paths/servicing roads are to be adopted by KCC no comments are made in respect of Street Lighting or Boundary Treatment.
- The amendment to fruit tree locations is welcomed and results in a suitable distance between adoptable highway and fruiting trees.
- The inclusion of additional accessibility features such as high contrasting tactile/hazard paving and visibility steps in appropriate locations are welcomed.
- Concerns regarding cycle parking and inconsistencies at crossing points have been suitably addressed.
- The landscape management approach to “clip back vegetation adjacent to movement routes” is welcomed, and this should be incorporated into the future Landscape Management Plan.

EDC Officer Comments: These comments are discussed within the appraisal section. Condition 15 secures a detailed Landscape Management Plan which notes higher maintenance regime to movement routes.

4.3 KCC Ecology

Received 7.10.24– NO OBJECTION SUBJECT TO CONDITIONS

Following initial comments seeking further information/clarifications, KCC's Bio-diversity Officer has confirmed:

- While some relevant information has been provided re. likely present protected species and the applicant's requirements regarding ecological mitigation is

acknowledged, no clear plan has been provided. As such, a pre-commencement condition is advised to secure a detailed ecological mitigation plan which can confirm exactly what mitigation is required, where it is to be implemented and for what species.

- Specific information on the establishment of native species, namely wildflower and rich grassland (seed and/or turf), hedgerows, scrub, woodland should be conditioned either by way of a detailed landscape management plan or habitat creation plan to ensure these are established and managed appropriately to benefit biodiversity.
- Landscaping plans confirm details of ecological enhancements to be incorporated into the site. It is however noted that trees on site may not be able to support the intended bird and bat boxes immediately. These must therefore be erected over the lifetime of the development as trees mature.
- While submitted lighting plans demonstrate that the lighting proposed for the footpaths has been designed to minimise light spill, this is likely to be greater than depicted when vertical light spill is considered. Therefore, KCC would seek to ensure lighting within the open spaces is designed to dim over night when footfall is unlikely, to ensure there are periods when the lighting is as dim as possible.

EDC Officer Comments: These comments are discussed within the appraisal section. Condition 3 has been recommended to ensure an ecological mitigation plan is provided and approved prior to commencement. Condition 15 for a Landscape Management Plan has been recommended and includes references to details for the implementation and management of the native species specified. Conditions 5 and 6 have been recommended to ensure suitable interim habitat creation and long term ecological enhancements are made and condition 12 include reference to ensuring lighting is dimmable wherever possible.

4.4 Designing Out Crime Officer (DOCO)

Received 01.03.24 – DESIGN RECOMMENDATIONS RAISED

- Play areas must be enclosed and Play equipment should be vandal/fire resistant.
- Design out areas of concealment or informal storage is recommended.
- Trees should not obstruct surveillance or effective lighting. Hedging should be no higher than 1m and dense planting used to prevent/deter undesirable access.
- Secure anchors for cycle storage are required.
- Lighting plan should be designed by professional lighting engineer to BS5489-1:2020 standards.
- Secure gates and 2m high boundary to tennis and netball courts are recommended.
- Public foot paths should be 3m wide to accommodate passing pedestrians.
- Provision of informal association spaces for the community, particularly young people should be considered.
- Recommend hostile vehicle mitigation for pedestrian safety during events at white cliff sq.
- Security during construction phase is required.

EDC Officer Comment: These comments have been communicated to the applicant who have confirmed that while the DOCO was not engaged, the Safer Parks and Secured by Design guidance has been referred to by the designers (page 117-118 Landscape Design Statement) and a map of locations across the park of safety measures is now incorporated. This includes vandal / fire resistant play equipment, designing with surveillance in mind, incorporating seating areas which have considered the Make Space for Girls guidance, designing out significant areas of concealment away from public activity, and ensuring the placement of footpaths and

play areas are adjacent to residential areas to increase natural surveillance over these spaces, appropriate lighting providing well-lit connections across the park between primary infrastructure routes and links to adjacent development parcels, removable bollards/vehicular gate to Whitecliffe Square entrances (pages 12, 55, 92 and 107 Landscape Design Statement). In terms of the recommendation to secure boundaries to the play areas, an open design is considered to be appropriate and is supported by EDC officers, to promote a more open and inclusive approach which uses natural boundaries such as level changes, footpaths and planting to define edges. This is in line with the approved LOSS and common best practice which has largely moved away from fenced play areas. Safer Parks and Secured by Design principles are discussed further within the appraisal section. In addition to the applicant's comments it is relevant to note that 'A Code of Construction Practice' was approved by the OPP and updated under application ref. EDC/19/0112 pursuant to condition 35 of the OPP. This document secures details in respect of site security during the construction phase, confirming security will be predominately managed by fencing and gates, and manned by a security guard during normal working hours, with overall security for EQ will be maintained by the Site Wide Owner (Henley Camland), and each construction phase will be responsibility of the site Contractor.

4.5 Sport England (SE)

Received 09.09.2024 – WITHDRAWS NON-STATUTORY OBJECTION

Following initial comments placing a holding objection on the application due to the lack of details on the sport provisions, SE have confirmed that as the proposed football pitch is more of a recreational area than a formal sports pitch, they have withdrawn the non-statutory objection and have no further comments to make on the proposals.

EDC Officer Comment: SE comments are discussed within the appraisal section below.

4.6 EDC Lighting Advisor – Bureau Veritas (BV Lighting)

Received 19.03.2024 – NO OBJECTION SUBJECT TO CONDITION

The design principles of the indicative lighting design are generally considered to be sound. However, a detailed lighting plan should be submitted and can be secured by condition.

EDC Officer Comment: These comments are discussed within the appraisal section below. Condition 12 has been recommended to secure a full and final lighting plan.

4.7 EDC Noise Advisor – Bureau Veritas (BV Noise)

Received 09.09.2024 - NO OBJECTION

Following initial comments recommending further NIA for the sports pitch, tennis/netball courts, and skatepark/MUGA, and conditional noise limits in respects of music events being held within Whitecliffe Square, an Acoustics Technical Note (ref. 13246.ATN01.NIA.0) addendum has been provided which confirms:

- RBA agree to planning conditions securing low frequency limits of 70dB at 63Hz & 125Hz outside an affected window in respect of music events being held within Whitecliffe Square, and
- further information on predicted noise levels from the use of the sports pitches, courts, skatepark or MUGA which establishes that best suggested noise level criteria will not be exceeded by the combined use of the sports and recreational facilities, and that predicted noise levels shall be no different to the otherwise prevailing environmental noise levels.

- Additional acoustic screening between the skate park/MUGA would have a negligible impact on noise impacts, given the land level differences and direct line of sight over the recreational space from the apartment buildings and is not proposed given predicted worst-case noise impacts demonstrate that the future amenity of occupants is not affected.

BV have reviewed this information and confirmed that given RBA's agreement to conditional low frequency limits, and the additional information provided regarding the sports and recreational areas, noise impacts are not considered to be unacceptable at the neighbouring residential properties.

EDC Officer Comments: These comments are discussed within the appraisal section below. Condition 17 has been proposed to secure a noise management strategy which incorporates methods to control low frequency limits from music events as recommend.

4.8 EDC Landscape Consultant - CSA Landscaping

Received 18.09.2024 – NO OBJECTION SUBJECT TO CONDITION

Following initial comments recommending a number of minor alterations to specific elements of the proposals, CSA reviewed the revised scheme and have confirmed that the vast majority of comments previously raised have been addressed as part of the changes. The proposals are therefore supported subject to various planning conditions securing final details and samples (where relevant) of the hard and soft landscape features, and a detailed landscape management plans.

EDC Officer Comments: These comments are discussed within the appraisal section below. Conditions 4, 7, 9, 10, 11, and 15 have been proposed to secure final details in respect of services and trees, hard landscaping and street furniture, boundaries and fencing, play equipment, soft landscaping and landscape management and maintenance.

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

Received 16.10.24 – NO OBJECTION SUBJECT TO INFORMATIVE

- The LLFA has reviewed the Drainage Statement prepared by Patrick Parsons and confirms that proposals for surface water runoff from the park are in line with the proposals approved as part of the OPP.
- The LLFA further note from the statement that the sewers and swales have been designed for no above ground flooding for the 1 in 30 year events, with events greater than (100 year plus 20% climate change) being contained within the carriageway. The LLFA raise no objections to this approach but have requested a complete drainage model including the flows up to the North Lake via swales to ensure the swales within the park have been appropriately sized.

EDC Officer Comments: These comments are discussed within the appraisal section. While it is acknowledged that the full drainage model relates to the current application and could impact the capacity and therefore the design/size of the swales in the MUP south, the applicant has confirmed that "the full drainage model includes areas that lie outside of the redline of this application. These details will be provided within the subsequent MUP North application". The LLFA has therefore advised that a planning informative is appropriate and should advise the applicant that the full drainage model for the MUP is anticipated for the MUP north submission and could have consequences for the swale capacity/size in the MUP south.

- 4.10 The following local ward councillors were consulted on the application but provided no comments – Cllr Victoria Akintomide-Akinwamide, Cllr - Jonathon S Hawkes and Cllr Danny Nicklen.

5.0 PLANNING POLICY

5.1 National Policy & Guidance

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

5.2 Development Plan

The Dartford Plan, Dartford Borough's Local Plan to 2037 (Adopted 2024):

Policy S1 - Borough Spatial Strategy
Policy S2 - Infrastructure Planning Strategy
Policy S3 - Climate Change Strategy
Policy E1 - Ebbsfleet and Swanscombe Strategy
Policy E2 - Ebbsfleet Garden City Development Principles
Policy E5 - Alkerden and Ashmere Allocation
Policy M1 - Good Design for Dartford
Policy M2 - Environmental and Amenity Protection
Policy M3 - Sustainable Technology, Construction and Performance
Policy M4 - Flood Risk and Riverside Design
Policy M14 - Biodiversity and Landscape
Policy M13 - Green and Blue Infrastructure and Open Space Provision
Policy M16 - Active Travel, Access and Parking

5.3 Other Guidance

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

6.0 PLANNING APPRAISAL

- 6.1 The main issues to be considered in connection with this proposal are the principle of development, each of the Reserved Matters (access, appearance, landscaping, and layout), ecology, highways and parking, neighbouring amenity, maintenance and management, and sustainability. Intrinsic to the assessment of these issues is whether the proposal complies with local and national policy and the overarching aims of the suite of documents secured under the outline permission, notably the Area Master Plan and Design Code (AMP/DC), Community and Leisure Facilities Strategy (CLFS), Landscape and Open Space Strategy (LOSS) and the s106 agreement (s106).

Principle of Development

- 6.2 Paragraph 11 of the NPPF sets out a presumption in favour of sustainable development. For decision making, this means approving development proposals that accord with an up-to-date development plan without delay. The NPPF also confirms that the provision of accessible well-designed, beautiful and safe open spaces that reflect current and future needs and can support communities' health, social and

cultural well-being, is a key social objective for achieving sustainable development. Moreover, access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change.

- 6.3 Local planning policies S3, S5, E2, M1, M13 and M14 provide that new development should contribute to the Green and Blue Infrastructure network by providing multi-functional open spaces which relates well to the wider development and can deliver ecological enhancements which connect to the local Green Grid network and other measures to mitigate and adapt to the impacts of climate change, such as the inclusion of natural shading, sustainable drainage measures, and by encouraging active travel modes. Major developments are expected to deliver a landscaped scheme that are visually attractive, sympathetic to their setting and incorporating active design principles which seek to reduce the fear of, and opportunities for crime. The policies further establish that land should be for formal and informal recreation, whereby ongoing maintenance and management needs to be demonstrated and should ensure well-served communities endure for the lifetime of the development.
- 6.4 OPP has been secured for the whole of EQ and its provisions drawn down through a suite of documents which form a comprehensive strategy and set of objectives for the delivery of a MUP in this location. The approved site wide masterplan (SWMP), LOSS, public realm strategy (PRS) and CLFS secured by the outline consent identifies provision for a MUP running through the centre of the development area together with relevant triggers, objectives and design features. The anticipated form of the MUP has further been developed through the AMP/DC for Alkerden and, as stated in the OPP, RMAs should generally accord with the AMP/DC, unless robust justification is provided.
- 6.5 The principle of a MUP in this location has therefore been established by the OPP and accords with Delivery Themes 2 and 4 of the Ebbsfleet Implementation Framework, which promote the delivery of quality neighbourhoods, seeking to deliver healthy environments which exploit Ebbsfleet's blue and green assets, opening up the landscape and the public realm via 7 City Parks. The design should accord with the established vision within the approved AMP/DC, reflecting the detail set out in the aforementioned documents, as well as other Ebbsfleet Design Guidance, particularly the Ebbsfleet Public Realm Strategy.

Reserved Matters – Access, Layout, Landscaping, Scale & Appearance

- 6.6 Consideration in respect of layout include the way in which buildings, routes and open spaces within the development are provided, situated, and orientated in relation to each other and to buildings and spaces outside the development. Matters relating to access include consideration of the accessibility to and within the Site for vehicles, cycles, and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Matters of landscaping considers the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated. Matters of scale relates to the height, width and length of the built development and in relation to its surroundings. Matters of appearance refer to a building or place within the development which determine the visual impression this makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 6.7 The Alkerden AMP/DC describes the MUP as a sequence of varying and distinct open spaces connected as one expansive linear park between Alkerden and Ashmere. The

space is anticipated to run along the chalk spine, connecting the development up to Craylands Gorge and down towards Castle Hill Lake. The park is to accommodate recreation and community facilities and be available to both existing and future residents of EQ, Swanscombe and Greenhithe. The AMP/DC contains illustrative diagrams and Design Principles for the provision of sports facilities, a multi-purpose public realm at Whitecliffe Square and formal play requirements for 2no neighbourhood equipped areas of play (NEAP) requiring at least 16 pieces of equipment for 8 – 14year age range in this part of the MUP.

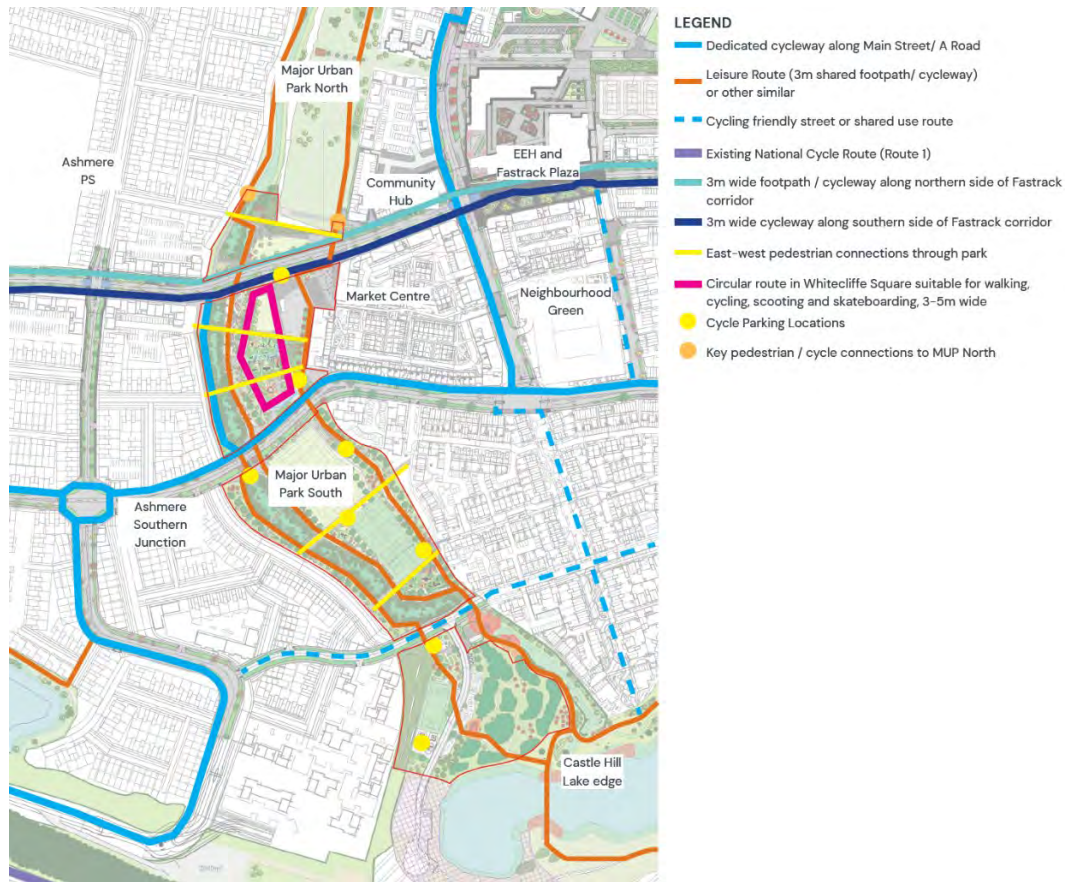
Access -

- 6.8 Broad locations and principles for connections and road corridors within EQ were established under the OPP, particularly in the Transport Strategy and the Site-wide masterplan. Access to the Site has therefore been secured by high level documents and the proposal complies with these. As such, the MUP site fits well into the wider road, pedestrian and cycle network and public transport corridor since these have been planned strategically.
- 6.9 Vehicular access through the previously consented residential parcels is available from the Primary Road Network (Sir Peter Blake Way) which forms part of the main vehicular route through EQ's three villages. This route provides access into the residential streets within Alkerden South (Redrow Phase 1 and 2) which border the MUP South to the east. While not yet submitted, the continuation of the Alkerden south secondary street (Sgt Pepper Drive) will eventually extend to provide permanent vehicular access to the existing wastewater treatment works (WWTW) situated west of Castle Hill Lake. This access also serves the foul water pumping station within the MUP (currently under separate consideration), and 3no. disabled parking bays currently proposed as part of the MUP scheme. It is proposed that bollards will be present along this access road preventing day-to-day vehicles travelling further through the park than the blue badge spaces. Details of the bollards and gates will be secured by way of planning conditions 7 and 9. No other formal vehicular routes are proposed and therefore no KCC highways adoption is intended. While formal vehicular access to the park environs is not planned the use of Whitecliffe Square as an occasional events space will require access by service vehicles before and after events. The submitted Transport Technical Note provides indicative tracking drawings illustrating a 10m rigid servicing vehicle accessing the proposed events space and advising that all vehicles travelling through the park will be travelling at low speeds (circa 5mph) should be escorted by bankspeople and managed so that they arrive / depart at the beginning / end of the days i.e. not during the busiest times of the day where more people will be walking through the park. Emergency vehicle access has also been considered and can use the same routes to Whitcliffe Square or, if required, emergency vehicles will be able to travel along the 3m wide gravel paths located either side of the courts.
- 6.10 While access by private transport means is feasible and parking within Market Centre Car Park facilities will be available, given the location of the Park is integrated with Fastrack and situated amongst residential development it is considered that most visitors will access the site by foot, cycle, or public transport. As such, the design works hard to integrate the Fastrack infrastructure and ensure multiple points of pedestrian and cycle accesses connect the park to the surrounding development parcels. The park contains numerous routes suitable for walking and cycling that integrate well to consented and anticipated sitewide movement routes, which will further encourage walking and cycling through their design, layout and generous pavement widths. Principal east-west connections provide direct lines of sight from Alkerden to Ashmere and are predominately focused on pedestrian movement. These are supported by

smaller scale connections to the Market Centre and approved phases for Alkerden south which generally align with consented/anticipated routes from these schemes, with full coordination being secured via planning condition 7. Provision of 3m wide informal leisure routes shared by pedestrians and cyclists run north-south on either side of the park connecting to the circular leisure routes around Castle Hill in the south up to Alkerden Market Centre, Fastrack and the future points of connection for the MUP north situated within Alkerden and Ashmere respectively. These routes are fully coordinated with planned cycle and pedestrian crossings over Fastrack, the Primary Road and the Secondary Street. While dedicated cycle route connections are limited due to the expectation of commuter cycling taking place on the surrounding segregated or cycle-friendly street network, to improve cycle connectivity between the main sitewide segregated cycle routes (along Fastrack and the Primary Road South) a connecting segregated cycle route is provided along the western boundary of the Whitecliffe Square which will ensure commuter cycling is well segregated from the busier pedestrian-focused spaces within the public square and play areas. Cycle parking is well provided for, with 115no. cycle spaces provided across 8no. locations at key focal points and facilities.

- 6.11 In terms of accessibility, footpaths have been designed with generous widths for pedestrians and cyclists with several opportunities for resting on seated benches along their length. Due to sloping topography, a level change of approximately 13.5m north to south will need to be accommodated through the length of the park. To ensure routes will be safe and designed as far as possible to be accessible, further information on the gradients for the routes of footpaths and cycleways has been secured by planning condition 7. Inclusive design has also been considered in a range of routes and spaces within the park, specifically catering for users with different neurodivergent needs such as dementia and autism. A range of different routes and spaces, including quieter, sensory led spaces, are being provided which allow for a choice for users away from more active or vibrant areas. The proposals do seek to restrict public access to the base of the cliffs and within the swale areas to ensure public safety. Post and rail fencing is to be provided to the swales and ditch at the base of the cliff to ensure a clear zone which can receive any potential rockfall.

Image 01 : Pedestrian and Cycle Strategy



- 2.2 Despite these limited areas of restricted access, the proposed scheme is considered to be well integrated with the surrounding road and street network and sets out good urban design principles in respect of access for all. Sustainable transport modes are prioritised, and planning conditions will secure that key routes and public access areas will be inclusive.

Layout –

- 6.12 The proposals broadly follow the layout identified in the Alkerden AMP/DC and are described below through three distinct areas:
- 6.13 Whitecliffe Square and Surrounds: North of Fastrack, the chalk spine cliff holds the focus of the northern boundary of the MUP south. At the base of the cliff a small inclusive sensory garden is intended to be developed with stakeholder / end user involvement. The applicant has suggested this space can be further co-designed with members of the community living with neurological conditions such as dementia or autism. Community input into the detailed design of this sensory garden is to be secured by condition 11. This garden is complimented by an alternative social space with terraced lawns, informal walled seating and hammocks benefiting from views north towards the Chalk Spine land feature. South of Fastrack the urban square provides a key events space, and has been designed to receive food trucks, market stalls, pop-up cinema events etc. It will feature amphitheatre steps with seating and is complimented by large, grassed areas, optimised for spill out during summer events. A dual aspect canopy structure which will be taken forward as separate landmark public art commission (Condition 14) will provide a focal point and shade to this space. The square further benefits from public cafe spill out areas adjacent to ground floor uses of the adjoining market centre. Further south, the space accommodates the first of the play areas, a large urban playground (NEAP) with a quarrying character using

concrete tunnels, and the concept of moving loose materials and damming water. Play is provided for different user groups: Water play for all including pole mounted water jets activated by the adjacent see-saw action and hand powered water pumps feed into a fully wheelchair accessible water rill with dams and water collection pools. The infants play space includes wheelchair accessible play diggers allowing all children to take part in excavating and moving sand and play gravel. The play area then develops for 8-14 year olds focusing on climbing, swinging and early risk taking. Concrete pipes directly referencing the site's industrial past are utilised through the space, providing opportunities for climbing, jumping, passing through and sitting in. Beyond the principal play area to the south, an area has been designed with the Make Space for Girls campaign in mind. This incorporates informally grouped lounge style seating, pergola structures and a group swing which are particularly favoured by teenage girls who like to socialise in small groups and who can use these swings without conflict with younger children or their parents given the distance from the play elements targeting younger users. Encircling this part of the park is a flat orbiting circuit marked out with fun painted distance markings which stimulate a sense of fun and competition for running, skating or scooting.

- 6.14 Recreation/sport Plateaus: To the south of Whitecliffe square, between the Primary Road south (Sir Peter Blake Way) and Secondary Street (Sgt Pepper Drive) several sport and recreational facilities are proposed alongside a second NEAP play space. The 9 v 9 grass football pitch is proposed with 2 permanent football goal structures and is intended to be used informally by the public, given organised events will be focused at the Alkerden Academy campus in the evenings and weekends. The pitch is partially fenced with 3.2m sports mesh at goal ends to prevent balls overspilling into surrounding areas. Land levels, landscaping and stepped seating enclose the flanks of the pitch well and maintain an open appearance which is considered appropriate given the space is intended to operate for the benefit of the whole community, for both relaxing and playing games, and not solely for playing football. 4 no. formal hard surfaced courts for tennis and/or netball, a covered shelter and lockable storage box are to be provided within secure sports fencing. These courts will be accessed via a secure coded gate allowing members of the public who have booked to access at their allotted time, as per the tennis courts established at Castle Hill. Similarly, the football pitch will also be bookable through the estate management company and will act as a revenue stream assisting in the maintenance of the pitches and courts. Full construction details of the sports pitch and courts will be secured by planning condition 8, alongside an access/management strategy (condition 16). An outdoor gym/keep fit area is situated west of the fenced sports courts, provided by a combination piece workout station. A second NEAP play space is situated to the south of the fenced courts. This play area is themed around woodland activities such as den building, timber climbing apparatus, tree house style play furniture and natural materials such as play bark. Specification details for the outdoor gym, play spaces including the Den Building areas and waterplay elements are to be secured by planning conditions 7 and 10.
- 6.15 Skate Park and Community Garden: To the southern extent of the MUP south, the proposals meet Castle Hill Lake and its established vegetated banks to the south/southeast, as well as the existing chalk cliffs of Washmills rising to the west which will eventually accommodate residential development providing natural surveillance to this area. In this location a wheelchair accessible community allotment/style garden has been previously co-designed with the Ebbsfleet Design Group Cementfields and will be provided to allow residents of EQ to take ownership of the planting and personalise this corner of the park. An urban character to planting containers and the opportunity to salvage and reuse materials such as a shipping container is welcomed. Full details of the community garden space and management

principles are to be secured by planning conditions 7 and 15. A basketball and 5-a-side football MUGA is provided in an open court design without traditional fences in order to welcome and encourage users of all genders as per the Make Space for Girls principles. The MUGA is complimented by an urban style play space particularly aimed at young adults and youths. Providing large hard surfaced areas with undulations and painted markings for skating. Specific skate park equipment and robust street furniture designed to accommodate skateboarders and BMX tricks. Secondary footpath routes will be created through the juvenile woodland to allow permeability into this area from Castle Hill Lake, while strategic leisure routes connect into and complete the Castle Hill Lake walking circuits, bringing a greater diversity of people through the space improving day to day surveillance. The design in this area also accommodates 3no. disabled parking spaces as well as facilitating the weekly vehicular access required to maintain the WWTW which are situated to the south of the park.

- 6.16 Common design elements have been woven through the length of the park and connect the three distinct areas described above. These include wooded swale corridors which are incorporated to circulate the site's surface water and run along the western boundary of the park from north to south. These have been designed to retain some permanently wet areas and will provide a crucial wildlife corridor through the site. Adjoining the swales, the Chalk Seam winds through the park and is designed to provide an alternative walkway, with a character and habitat based upon the underlying chalk of the quarry. It provides a distinctive route directly linked to the historic uses of the site's past. Intersecting the chalk seam and swales, east-west pedestrian routes cross the park connecting Alkerden to Ashmere. These routes are inspired by historical quarry workings in Swanscombe where direct routes carried people across the quarries. Timber bridges and land bridges connect the routes above the swales. Textures, painted markings and/or materials are detailed to reinforce this concept. A secondary link to the past is enhanced through a soft landscape intervention comprising flowering specimen trees which are to flow through the landscape. When the trees are in blossom a temporary spectacle reflecting Alkerden's heritage from fruit farming to chalk dust will occur.
- 6.17 Due regard has been given to Secured by Design (2024) and the Safer Parks (2023) design principles to ensure layout, landscaping, facilities and management work together to improve the safety of all users, especially women and girls. The design has ensured that all edges offer good surveillance from the adjoining residential and commercial developments. The park has also been designed to provide excellent access, movement and connectivity. As such there are a wide range of entrances and exits into the surrounding development and perimeter paths will be available to allow easy escape and alternative routes throughout the day and night. Active uses and facilities have also been maximised and distributed through the park to bring a variety of people into the open space and create a busier, active public realm where people can feel safe. The park will provide a good level of surveillance and lighting along primary footpaths, desire lines and to key facilities, reducing potential vandalism and anti-social behaviour. Physical barriers around the Football/Basketball MUGA and skate area have been removed to make these areas more attractive to a wider range of people. The park facilities are connected by active travel routes, and additional routes have been incorporated to ensure natural surveillance in all areas. This is balanced with the provision of quieter spaces and routes providing alternative areas for seating and quiet contemplation, which avoid physical or visual concealment from the wider sight lines across the park. Planting is generally low level and most tree planting is to be managed with clear stem heights to assist visibility. Street furniture, play equipment, lighting and wayfinding have also been well considered and are discussed further in the landscape section below. A robust material palette that is aligned with Ebbsfleet's Public Realm Strategy is proposed and considers long-term

cost and maintenance. Kent Police's Crime Prevention Officers have been consulted and their recommendations for the provision of CCTV, the use of vandal resistant materials for street furniture have been secured through condition 7.

Image 02 : Security Strategy



- 6.18 EDC officers raised concerns with the lack of drinking water fountains and toilet provision within the current scheme. The applicants have argued that accessible toilets located within the nearby Alkerden Community Hub should be used, as new public toilet provision and maintenance would be unduly costly to local residential service charge. A future proofed foul water connection at the community garden in the south of the MUP has therefore been accepted as a compromise and will ensure toilets can be implemented in the future should the opportunity for funding arise. Options for additional potable water access and electricity ports to support community events or pop-up businesses have been queried. In response the applicants have provided additional access points within Whitecliffe Square and a further 2no. potential pop-up cafes spaces located within the south-west corner of the football pitch and the far south of the skatepark. Water and electricity ports will be provided adjacent to these locations and the applicants have agreed to planning conditions which will finalise the details of these supporting services. Similarly potable water connections are also available through the park and can be adapted to provide drinking water fountains in the future.
- 6.19 Overall, the layout is open and legible and fully permeable with excellent connections for cyclists and pedestrians. The provision of community leisure and recreational facilities have been designed to assist in the avoidance and perception of crime and it is considered that the layout and design of the scheme follows principles to create a safe and secure environment.

Landscaping and Appearance –

- 6.20 The appearance and landscaping of the proposed MUP south generally accords with the intentions set out in the AMP/DC and have been positively influenced by work undertaken by the Principal Artist, Chris Tipping. As such art is embedded into the landscape proposals, the forms, materials, and planting all reflecting the site's rich history and unique character from historic orchards to an ex-quarry environment.

Footpaths crossing the park are reminiscent of old land bridges used to transport materials across the excavations of the working quarry. Unveiling the underlying chalk as part of the landscape proposals provides a distinctive landscape theme for the park. The emergence of nature within this post-industrial landscape is also celebrated through natural regeneration of the chalky mounds. Soft landscaping proposals further seek to reclaim the orchard landscape which sat above the site before it was excavated. Central to this reclamation of nature is the planting of blossoming tree species through the whole length of the park celebrating the oral histories collected by Chris Tipping, which describe the site as a landscape of blossom and chalk dust.

- 6.21 Soft Landscaping: Proposed planting across the park provides a great variety to ensure a resilient palette in terms of biosecurity, ecology and drought and to support the different functions of the spaces within. Drought tolerant species are favoured and include large amounts of flowers for pollinators such as bees and butterflies. Over seeding some areas with a basic calcareous seed mix and carefully managing natural regeneration through the landscape architect and ecologists is proposed. This should result in the best establishment of the right plants in the right place which do not require specialist care, pruning or watering. Large areas of drought tolerant wildflower have also been selected and used over lawns where possible, to minimise interventionist maintenance regimes and encourage self-seeding. The tree planting strategy places the blossoming concept at the heart of the planting strategy, whilst still providing larger specimens for shade and carbon capture. Formal pleached trees to the upper terrace of Whitecliffe Square define the breakout space for the adjoining commercial uses and create a vibrant plaza for socialising. Large parkland trees provide structure, individually or in strong lines, to frame views through the space and break up prevailing winds. Within the swale corridors native trees are used in small groups to contribute to the shady wooded character. Blossoming species will provide a spring spectacle and autumnal colour. Edible specimen trees are also scattered throughout the park contributing to the spring blossom art concept displays, while allowing people to pick and eat seasonal fruits. A combination of ornamental and native specimen shrubs have been selected to emphasise the blossom concept. Detailed planting plans, to include planting design for the areas of groundcover planting, local edible tree specimen varieties, calcareous seeding mix to the chalk trail and full planting specification is to be secured by condition 11. Tree coverage, fixing details, root barrier plans and tree pit details are to be secured by condition 4.
- 6.22 Hard landscaping: The proposed hard materials palette is largely consistent with the materials used previously in the quarry: Silver/grey conservation X setts are provided to formal areas and strategic movement routes, while leisure routes south of Whitecliffe Square use Breedon Gravel which suits the recreational parkland character. Layered on top of these familiar materials, clay pavers surrounded by crushed chalk identify the chalk seam pathway, and finer texture setts zone the seating areas along this slower recreational route. Cast in-situ concrete providing opportunities for patterning and/or variation in the geometry of movement joints, fill Whitecliffe Square. Black tarmac is to be used in both the southern recreational areas and surroundings to the play area at Whitecliffe Square to provide a smooth surface, enlivened with line marking to signify these areas as places to scoot, cycle, skate, and have fun etc. In the interests of any amendments that may apply in the detailed design stage, it is considered details and samples of hard surfacing materials should be secured by condition 7. Construction details for hard landscaping elements including swale bridges, steps, retaining walls, chalk seam trail, skate park elements, community garden elements, alongside details of scooter parking have not been provided and are therefore secured by condition 7. Construction specification for the sports and recreation facilities, including all line marking, tennis court nets, netball goals, football goalposts and ball games area goal ends have not been provided and are therefore secured by condition 8.



6.25 Wayfinding: A wayfinding strategy is provided as part of the Ebbsfleet Design Statement (Aug 2024) (page 123) which is based upon the original Signage Design Guide. As well as other Pedestrian Interpretive signs and a Major gateway situated within adjoining sites, within the redline boundary it details:

- 3no. Pedestrian Monolith signs
- 6no. Pedestrian Fingerpost
- 1no. Pedestrian Interpretive Added to explain principles of Whitecliffe Square, Art and Play
- 3no. Communication Board for individuals with autism

Condition 7 secures full details of signage throughout the park, including wayfinding signage, play area signage and safety signage around the skate park and haul road.

6.26 Public Art Opportunities: The approved Public Art Strategy for EQ has identified the theme "history and discovery" for the three villages of Whitecliffe. The sub theme for Alkerden is identified as Alkerden Manor. A Public Art Plan has been submitted for the MUP as part of the Ebbsfleet Design Statement (Aug 2024). It provides a strategic context and blueprint for how public art will be commissioned for the MUP and broadly accords with the overarching Public Art Strategy by developing the sub-theme, drawing upon the heritage and history of Alkerden Manor and expanding this to capture the immense industrial upheaval of chalk quarrying on the landscape for cement manufacture. A Concept Plan (Ebbsfleet Design Statement (Aug 2024) Page 28) identifies Public Art Commission Opportunities for the MUP as a whole. Within the MUP south red line boundary these are identified as:

Table 01 : Proposed Public Art Concept Plan Summary

Nos	Type/Location	Description
1	Landmark / Whitecliffe Square	A collaboration between artist and design team to create a sculptural, site-specific, multipurpose structure, a canopy for Whitecliffe Square - a focal point, a place to gather, take shelter or perform.
1	Resting Points / close to Whitecliffe Square	A multi-purpose, site-specific seating structure creating a memorable place to stop, rest and play where visitors to the park can enjoy the vistas and experience the surrounding park.
1	Public Art Trail / Across MUP South	Wayfinding – text, motifs or interventions in the hard landscaping to help create circuits, trails and treasure hunts to encourage play and exploration. Interpretation to inform residents and visitors and highlight places of interest. For example, engaging or playful signage, painted or textured surfaces, focussed points and places of interest such as lookout points along the Lookout Path.
3	Temporary Commissions / Across MUP South	A rolling 3-year curated programme of small commissions to provide opportunities for artists to make new work that animate and activate spaces within the park.

- 6.27 A Delivery Plan (Ebbsfleet Design Statement (Aug 2024) Page 34) describes the types of artwork and identifies appropriate locations alongside indicative phasing and co-creation opportunities. The proposed number, form and location of potential public art works reflects the details in the approved Alkerden AMP/DC and are considered to be appropriate. The commissioning process outlined is also welcomed as an updated approach which aligns to the EDC's new public art policy and Ebbsfleet's Cultural Vision. The applicant has confirmed that a detailed specification, timeframe for delivery and management and maintenance schedule for each area of Public Art will be subject to a separate reserved matters application. A planning condition is recommended to ensure details of the public art are brought forward in a timely manner in accordance with the indicative phasing proposed has been recommended under condition 14.
- 6.28 Landscape Management: Condition 65 of the OPP states that landscaping schemes approved as reserved matters applications 'shall be implemented during the first planting season following completion of the relevant area of the development and shall thereafter be maintained for a period of five years. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced within the next planting season'. A detailed landscape management plan covering all hard and soft landscape elements, maintenance regimes and schedules for the first 5 years, including the inspection, repair and replacement of hard landscaping and street furniture, has been secured by condition reflecting this requirement (Condition 15).
- 6.29 Overall, the landscape proposals are of an exceptionally high quality and provide a wide range of recreational functions and facilities throughout the park, both formal and informal. Play provision caters for a wide range of ages and abilities, spread across a series of different spaces and meeting the requirements for 2no NEAPs as set out within the AMP/DC. Palettes for hard and soft landscaping and street furniture utilise a wide range of materials and species with strong themes running throughout, including the 'Cherry Blossom and Chalk Dust' concept, and variation in colours to reflect the different zones of the park, all of which are welcomed.

Scale –

- 6.30 As the scheme does not propose any new buildings, the consideration of matters related to scale are limited to the size of the overall open space and the individual components which are proposed. The LOSS identifies the size of the MUP should be approximately 52Ha overall including the extent of Craylands Gorge, parts of Castle Hill Lake, Castle Hill eastern local park, and the northern boundaries across the three villages. While the proposed MUP south covers only 5.7ha, it is relevant to note that the scale is larger than the requirements of the LOSS (but in compliance with it) due to the additional provision provided to the east of Castle Hill Lake on which was previously planned for later phases to the WWTW but is now surplus to requirements. The scale of each of the individual elements that make up the space are appropriate to accommodate formal and informal recreation. Details of scale have and will be considered in respect of the built development which fronts either side of the open space in respect of the adjoining residential and commercial phases.

Community and Leisure Facilities Strategy (CLFS) / S106 Compliance

- 6.31 The CLFS originally approved under the OPP was last updated in August 2021. The document sets out the approach to providing community facilities across the site in accordance with the obligations of the S106. In accordance with Section 2.1 of the S106, the Owner is obliged to complete the development in accordance with the specifications and thresholds for local facilities identified in Appendix 1 of the CLFS.
- 6.32 The applicant has provided a sport and recreational provision audit against the CLFS (Page 10 of the Ebbsfleet Design Statement - Aug 2024), this confirms that 1no. community grass pitch, 1no. MUGA, 4no. tennis/netball courts and 3no. other informal sports facilities (e.g. trim trail, open air fitness, running/walking circuits, climbing/bouldering, or other similar activities) are to be located within the MUP.
- 6.33 The design, layout and access of these sport and recreational facilities has been discussed in the above report and are generally considered to be in compliance with the size, specification and management information set out in the CLFS. Planning conditions are also proposed to secure full details of the construction and surfacing materials, to accord with relevant Sport England guidance, landscape management and maintenance of sports pitches, courts, MUGA and their associated equipment, lighting, access and stewardship (Conditions 8, 9, 12, 15, 16).
- 6.34 In respect of the grass pitch provision, it is relevant to note that the s106 (by way of a Deed of Variation (DoV) approved in 2021) stipulates that the first set of community pitches is to be provided through separate delivery of (a) one all-weather pitch with floodlighting within the education campus (or an alternative location) by 1800 site wide dwellings (or 850 combined Ashmere and Alkerden dwellings), and (b) one grass pitch on site, or withing a defined walkable distance by 3000 site wide dwellings (or 1500 EQ Dwellings). The delivery of a second set of pitches comprising two grass community pitches is sequentially required to be provided on site, within a walkable distance or, should external circumstances dictate, by way of a payment of a community pitch contribution in lieu of a physical provision. The DoV defines the community pitch as “a single community grass senior pitch or its equivalent”. The applicant seeks approval for an alternative provision to the grass senior pitch requirement, due to the failure to secure interest for an off-site community grass pitch provision. As such, onsite provision of the grass community pitch was scoped for the remaining areas of open space within Whitecliffe. While the MUP south provided opportunities to accommodate a grass pitch within the vicinity of the other sport and recreation facilities identified in the AMP/DC, the size and topography of the MUP

proved to be a significant constraint which prohibits the provision of a full size senior pitch without dominating the space and compromising the surrounding design.

6.35 Given the S106 and CLFS allows some flexibility in terms of an alternative “equivalent” provision, EDC officers recommended further information should be gathered and provided by the applicant to inform what a suitable alternative provision could be. Evidence of local need and/or short fall, as well as community and stakeholder engagement has been provided by the applicant in support of the current proposals which seek an informal flexible grass football pitch with max. size 9v9 pitch. The proposals are accepted as an equivalent provision in accordance with the S106 and CLFS for the following reasons:

- Additional community pitches in the Education Campus are full size pitches and provide the facility for formal and organised events during evenings and weekends as part of the dual use arrangements.
- Having a flexible a space that can be used for 9v9 or two 5v5 pitches addresses the national trend whereby “youth take up” is more likely to happen on slightly smaller pitches.
- It is noted that the Dartford Playing Pitch Strategy (2016) predicts a surplus level of senior pitches and a deficit of junior pitches by 2026.
- During public consultation the need for a flat informal grass pitch area with where the community can informally kick a football around or play other sports activities was requested by members of the public.

6.36 To ensure the pitch is a qualitative equivalent to the S106/CLFS grass community pitch requirements, the informal grass pitch must be constructed with suitable gradients, crossfalls, grass surfacing and drainage. While sport England fencing requirements have been relaxed to support the use of this space by the whole community and for activities other than football, permanent goal structures and appropriate line marking are required to comply with the s106 and secured by condition 8.

Ecology

6.37 The details of ecological works, mitigation measures and monitoring have been secured under the OPP. On-site and future works are being monitored by KCC Biodiversity Officers.

6.38 A site-wide Biodiversity Action Plan (BAP) was secured under the original OPP. Condition 15 of the OPP requires the submission of a BAP implementation programme prior to each subsequent Area Master Plan (AMP). The BAP implementation programme for the application site was approved under application ref. EDC/20/0024. This details species specific measures for both Alkerden and Ashmere as whole comprising reptile and amphibian hibernacula, dormice, toad, hedgehog, bird and bat boxes, super invertebrate hotels, log piles and lacewing/ladybird boxes for invertebrates.

6.39 The applicant has submitted as part of the current application an Arboricultural Impact Assessment (Nov 2023), an Ecological Design Statement (Jan 2024) and a MUP South Management Plan (Aug 2024). This information confirms that some site clearance and enhancement works have been undertaken previously, and that there is potential for nesting birds, dormice, reptiles and invertebrates to be present onsite. The information indicates that the applicant is aware of their requirements regarding impacts on protected species and confirmed their understanding that ecological mitigation is required.

- 6.40 KCC Ecology have been consulted on the proposals and have confirmed that while some relevant information has been provided in respect of previous mitigation, existing site conditions and the potential presence of protected species, the information is not coherent. A clear plan is therefore required detailing exactly what mitigation is required, where it is to be implemented and for what species is needed and is secured by way of a pre-commencement planning condition (condition 3) with the applicant's written agreement. Further conditions securing an interim habitat creation plan and details of ecological enhancements are also recommended (conditions 5 and 6). KCC biodiversity officers further advised that the submitted landscaping plans demonstrate that native species planting is proposed and, if established and managed appropriately, these habitats could benefit biodiversity and increase connectivity through the wider site. Further information is requested in respect of the implementation and establishment of wildflower and rich grassland (seed and/or turf), hedgerows, scrub, woodland and will be secured through the conditioned landscape management plan (condition 15). Finally, KCC have requested that lighting within the open spaces is designed to dim over night when footfall is unlikely, to ensure there are periods when the lighting is as dim as possible to benefit biodiversity. The final design and location of lighting, including details of the dimmable features is secured by condition 12.
- 6.41 Overall KCC raise no objections to the proposals providing that the matters summarised above are secured through planning conditions. It is therefore considered that the proposals, subject to safeguards and mitigation, would avoid any significant adverse impact on local biodiversity and would be capable of preserving and enhancing existing habitats and ecological quality, in accordance with local Policy M14.

Highways & Parking

- 6.42 The proposal includes 3no. disabled parking spaces within the south-east corner of the Site. These spaces have been incorporated to support the accessible community garden proposed in this location. Access to the parking area is proposed via Sgt Pepper Drive. Local policy E2 (Ebbsfleet Garden City Development Principles) of the Dartford Plan now requires proposals in Ebbsfleet to comply with the principles set out in the EDC's Sustainable Travel Strategy (STS). This guidance promotes a 5-step approach to promote the use of sustainable travel and align parking provision accordingly. It further sets out parking standards for residential and commercial development which are generally more ambitious than those in the EQ Parking Management Plan (PMP). However, as this application is for a public open space and does not include any buildings, there is no standard or requirement for car parking. Therefore, no objection to the parking provision is raised. Moreover, as far as possible residents should be encouraged to walk or cycle to the open space. The sustainable location of the site within EQ and the open and legible layout which accommodates pedestrians and cyclists supports this principle. On site cycle parking is well provided for in the form of 115no. Sheffield cycle stands located throughout the park particularly at the entrances into the park and at key locations such as adjacent to the events space, play areas, football pitch, hard courts and skate park, which aligns with the EDC's Park Design Criteria. KCC Highways has been consulted on the proposals and confirms no objection to the access or parking provision. The application is therefore supported and no objection is raised in respect of parking or highways.

Neighbouring Amenity / Management:

- 6.43 The NPPF states that Local Planning Authorities should avoid granting consent for development which would give rise to significant adverse impacts on health and quality of life and should mitigate and reduce to a minimum other adverse impacts arising from

new development. Local Policy M2 of the Dartford Plan states that new development must demonstrate that it is designed and located to not result in unacceptable material impacts, individually or cumulatively, on neighbouring uses, the Borough's environment or public health, and must remove or mitigate potentially harmful factors including intensity of use, including hours of operation, anti-social behaviour and littering, noise disturbance or vibration, light pollution and overlooking. Local Policies M13 and M14 require new development to demonstrate ongoing maintenance and management for new landscape schemes to ensure formal and informal recreational areas, new habitats and biodiversity features are maintained for the long term benefit of the area.

- 6.44 By the nature of the application, it is acknowledged the development will give rise to some noise from occasional events intended at Whitecliffe Square and in respect the use of the sports and recreational areas. Areas for large group gatherings would potentially occur at Whitecliffe Square, to the football pitch, hard sport courts, skate park and MUGA areas, all of which are relatively close to approved and planned dwellings (38 m and 25 m). A noise impact assessment (NIA) has been submitted to support the RMA providing appropriate predicted noise impacts on future residents for the sports and recreational facilities and potential music events being held within the urban square. The EDC's external noise consultant has confirmed that while noise impacts from use of the sports/recreational facilities will not lead to unacceptable noise levels at the neighbouring residential properties, low frequency noise limits which are often considered to be the most annoying type of noise caused by music events can be specified to ensure that future music noise events at Whitecliffe Square do not cause undue annoyance. It should be noted that while Whitecliffe Square has been designed to accommodate a range of different events, including outdoor cinemas, markets, or small scale music events, these will be occasional events and the level of disturbance generated would be limited to particular time of the day or early evening. Given the potential limited impacts, planning condition 17 has been recommended to secure a Noise Management Strategy which can provide guidance to those planning an event with music or amplified sound, including consideration of methods to control low frequency limits outside an affected residential window.
- 6.45 In respect of ongoing management and maintenance for the MUP south, the applicant's Planning Compliance statement includes an Open Land Accessibility and Management Strategy (Appendix A) and a Community Facilities Statement (Appendix B) which generally confirm that open spaces and recreational facilities will be predominately provided as informal open space which will be accessible to the public at all times, with the exception of the fenced and managed hard sport courts and the restricted safety zones to the base of the cliffs. The management strategy further confirms that the land owner (Eastern Quarry Ltd) will manage the park and its facilities through the Estate Management Company, currently RMG, and that a detailed Management Strategy detailing how the recreational areas will be implemented and maintained is expect to be secured via planning condition. While stewardship, management and maintenance principles have not been set out by the applicant, a comprehensive management and stewardship plan is reserved by condition which has been agreed and secured (Condition 15) to for the long term benefit of the area and community.
- 6.46 As noted above, the landscape scheme has been designed to incorporate Safer Parks and Secured by Design principles, which should help control anti-social activity, and subject to proper management, maintenance and control of access to certain areas of the site, it is considered the development would not cause demonstrable harm to residential amenity. Overall, and subject to the noise management strategy noted above, it is considered the development would not cause demonstrable harm to

residential amenity, and the benefit of providing open amenity space for the benefit of the community is considered to override any limited disturbance that might arise from the use of the space for recreational activities or occasional community events. Residents will also be aware of the potential issues associated with urban centres or sports facilities when moving into the properties adjoining the MUP and would not therefore be an unforeseen risk.

Building with Nature (BwN)

- 6.47 BwN is the UK's first green infrastructure benchmark which provides a framework to support the creation of high quality places, delivering for both people and wildlife. It provides a series of standards that draw together policy and best practice guidance to assist developers and built environment professionals in the delivery of well-designed green infrastructure and multi-functional open spaces. A BwN assessment of the scheme has been undertaken by external consultants and results are summarised below:

Table 03: BwN Assessment

CORE Standards

1: Optimises Multifunctionality and Connectivity	2: Positively responds to the Climate Emergency	3: Maximises Environmental Net Gains
4: Champions a Context Driven Approach	5: Creates Distinctive Places	6: Secures Effective Place-keeping

WELLBEING Standards

7: Brings Nature Closer to People	8: Supports Equitable and Inclusive Places
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WATER Standards

9: Delivers Climate Resilient Water Management	10: Brings Water Closer to People
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WILDLIFE Standards

11: Delivers Wildlife Enhancement	12: Underpins Nature's Recovery
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- 6.48 The proposals are considered to perform well against the 12 BwN standards. While there is little detail provided in respect of the long-term management and maintenance of the park (standard 6), the applicant has confirmed all areas will be managed and maintained by the current Estate Management Company, RMG, and have agreed to a planning condition securing a comprehensive management and stewardship plan (Condition 15). Similarly, further details on the ecological measures and mitigation measures (standard 11) are to be secured by conditions 3, 5 and 6 and should confirm what new habitats are being created and what species have been targeted from the BAP priorities etc. including any further enhancements such as bat and bird boxes, etc.
- 6.49 Overall, the scheme is still considered to be a great example of a really high-quality Green Infrastructure proposal achieving 10 out of 12 greens and with further information in respect of standards 6 and 11 the scheme could well achieve a BwN award. The results of the BwN assessment are therefore acceptable and are capable

of improvement once conditional information in respect of future management mechanisms and ecological measures and mitigation are discharged.

Ebbsfleet Park & Open Space Design Criteria

- 6.50 The EDC has developed a set of park design criteria to guide designers working on parks projects within Ebbsfleet. The design criteria are structured following the nine public realm health-check indicators established in Ebbsfleet's Public Realm Strategy and pull together EDC's design standards and guidance for outdoor space into a single place to ensure consistency in assessment of parks projects.
- 6.51 A Park Design Assessment of the scheme has been undertaken by EDC officers and results are summarised below.

Table 03 : Park Design Assessment Summary

1. Design with the community						2. Space for everyone						3. Easy to walk, cycle, access public transport			
1.1	1.2	1.3	1.4	1.5		2.1	2.2	2.3	2.4	2.5	2.6	3.1	3.2	3.3	3.4
4. People feel comfortable						5. People feel safe						6. Places to meet, exercise and play			
4.1	4.2	4.3	4.4	4.5		5.1		5.2		5.3		6.1	6.2	6.3	6.4
7. Garden in the city						8. Water sensitive design						9. Characterful places			
7.1	7.2	7.3	7.4	7.5	7.6	8.1	8.2	8.3	8.4	9.1	9.2	9.3	9.4	9.5	9.6

- 6.52 The proposals are considered to perform well across the 9 public health-check indicators, achieving 41 greens out of 43 sub indicators. The scheme has also scored improvements during the course of the application process. 1no. ungraded rating is reported due to the fact that Biodiversity Net Gain (BNG) has not been calculated. 1no. amber rating is reported due to the limited details provided on the considerations of embodied and operational carbon. Notwithstanding these scores, it is relevant to note that:
- The park design and maintenance programme has considered ways to minimise carbon emissions associated with the construction and operation phases, including ways to limit water usage (summarised in the sustainability section below)
 - As an RMA the current proposals do not fall within the scope of BNG, however it is relevant to note that the planting scheme is likely to lead to bio-diversity enhancements and is supported by KCC bio-diversity officers.
- 6.53 The results of the Park Design assessment are therefore acceptable and improvements to the score is not unfeasible, should a BNG assessment be undertaken.
- 6.54 In association with sub indicator 2.4, an internal EDC dementia-friendly design audit has been completed and confirms that the design scores well, achieving 24 greens out of the 28 assessment criteria, and will be accessible to an ageing population and those living with dementia. 2no. minor improvements are highlighted in respect of the positioning and final finish of service covers (manhole covers). Consideration of these details in the final design and finish of materials has been secured under condition 11.

- 6.55 Overall, the design is considered to be inclusive and accessible and actively provides a range of routes and spaces specifically catering for users with different neurodivergent needs such as dementia and autism.

Other Matters

- 6.56 Sustainability - The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Section 14 sets out policies to meet the challenge of climate change and identifies the planning system should support the transition to a low carbon future including through support of renewable and low carbon energy and associated infrastructure (paragraph 157). Policy M3 of the Dartford Plan states design, construction and whole life carbon cost of development must contribute to the mitigation of, and adaption to, climate change. This includes, but is not limited to, reducing embodied and operational carbon emissions, improving energy performance and preserving water. A Sustainable Construction Code and Water Conservation Plan have been secured as strategic documents for the whole of EQ in accordance with conditions 23 and 24 of the OPP which sets out methodologies and parameters that should be implemented for all developments across EQ. These strategies generally relate to buildings, however the Water Conservation Plan confirmed management of water usage and associated maintenance for public open spaces will be the responsibility of the site management company. As the MUP South does not comprise any buildings there is no embodied carbon in a built form sense. That said, consideration has been made to how the park will be managed to minimise carbon emissions associated with its construction and operation phases. In terms of water usage, the proposals have been designed to limit water consumption in the interests of creating a sustainable park development. The traditional water feature which was a large part of the AMP/DC has been replaced by a water play element which is more sustainable because it is directly linked to the clean water supply, operated by the play equipment rather than continually operating, and can be turned off in times of drought. The clean water play element does not require cleaning chemicals, and is less likely to become a maintenance burden compared to a circulating water feature of splash pad. Soft landscaping has been designed to be low maintenance, drought tolerant and to capture the benefits of natural regeneration which all reduce the maintenance burden and need for additional watering. In respect of hard materials, reductions have been made through the design process to reduce the overall hard landscape areas (mainly in Whitecliffe Square) to reduce the urban heat island effects, reduce surface water run-off and reduce the embodied carbon of development. All proposed materials including play equipment and hard and soft landscaping materials etc. will be sourced from sustainable suppliers where possible. This includes the use of crushed chalk from within the quarry as detailed in Section 5 of the Ebbsfleet Design Statement (Aug 2024). The Landscape Strategy has been updated and now states 'to guarantee the biosecurity of tree and plant species throughout the park, the suppliers will have robust biosecurity / environmental accreditations and that the plants have the required UK Plant Passport, to reduce the risk of importing pest and disease.'
- 6.57 Public Engagement - To inform the detailed design of the MUP and the facilities it will contain, the applicant has undertaken various public engagement events throughout the course of the design development which is welcomed and commendable. The list of events and the feedback received is summarised in the Ebbsfleet Design Statement (Aug 2024) and SCI and the applicant has been clear where public engagement has influenced the final design and detail including the provision of a community garden in the south, a Whitecliffe Square sensory area, hammock area and lawn north of Fastrack, water play, lawn adjacent to Whitecliffe plaza, teen focused social spaces, make space for girls locations, keep fit gym equipment, youth focused areas, skatepark

and basketball MUGA provision, and informal pitch provision. Opportunities for further co-design is also identified by the applicants to inform the detailed design of the Sensory Garden and within the development of public art opportunities (condition 11 and 14).

- 6.58 Cliff Stability - while potential rockfall from the chalk cliffs is predominately managed through restricting public access to the base of the cliffs, the applicant has appointed ARUP to carry out a chalk cliff stability assessment and have requested that a cliff stability strategy is secured via a suitably worded planning condition 15 which will ensure the safety of users of the Skate part/MUGA in the south and public spaces to the north, adjoining the chalk spine.
- 6.59 Environmental Impact Assessment - The outline permission was identified as being EIA development and the likely significant effects of the development on the environment were identified and assessed at the time of the outline application. If effects arising from the proposals set out in an application for approval of reserved matters were not identified or identifiable at the time of a decision to grant OPP and were therefore not assessed at the time of that decision, then an assessment must be undertaken at the reserved matter stage. However, it is EDC officers' opinion that all likely significant environmental effects were identified and assessed as part of the outline permission application process and that the information before the planning authority is adequate to assess the significant effects of the development on the environment, and therefore it is not necessary to serve a notice seeking further environmental information.
- 6.60 Habitats Regulation Assessment - Projects likely to have a significant effect upon a protected site are to be subject to an Appropriate Assessment of their implications for the Site in the context of its conservation objectives, provided that the project is not directly connected with or necessary to the management of the protected site. Policy M14 of the DBLP adopted April 2024 requires large residential developments located within 10km from the North Kent European Protected sites (that are located outside the Borough) to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features. These European Protected Sites located on the North Kent coast are the Thames Estuary and Marshes Special Protection Area (SPA) / Ramsar (wetland sites of international importance), the Medway Estuary and Marshes SPA / Ramsar, and the Swale SPA/ Ramsar sites. In this instance while the development is situated within 10 km 'as the crow flies' from North Kent European sites, the proposal is not for residential development, being only for a landscaping and associated works for a road. On this basis, EDC officers consider that, having regard to the nature and detail of the proposal, the development would not be likely to have a significant effect on the Thames Estuary and Marshes Special Protection Area (SPA) associated with this development.
- 6.61 Archaeology - Condition 26 of the outline permission requires that details of foundations are provided with any detailed application to ensure that no harm is caused to any archaeological interest. Investigation of archaeological potential at EQ has already been examined in association with conditions 13 and 14 of the OPP and the Historic Environment Framework which was also approved under the OPP. This Framework identifies the application site is located within an area of 19th/20th Century quarrying which was excavated to significant depths. It therefore concludes that there is no potential for redeposited or undisturbed Palaeolithic remains or any potential for remains of other periods. Since this has already been identified by approved documents pursuant to the outline permission and groundworks have already been carried out at the Site, it is not considered necessary that foundation designs are

required since no harm would arise, particularly at that depth. It is therefore considered that the application of condition 26 is not appropriate in this instance and foundation designs have not been requested.

- 6.62 **Drainage** - An overall strategy for water management has been secured under the requirements of condition 12 of the outline permission which includes details of surface and foul water drainage and ground water control. A Drainage Statement prepared by Patrick Parsons confirms that surface water runoff from the park will be captured in a combination of filter drains, linear drains and swales before discharging into the wider strategic network. This wider strategic network consists of two large lakes that have a pumped outfall into the River Thames. This strategy is in line with the proposals put forward as part of the outline application. The LLFA has been consulted on the submitted information and note that the sewers and swales have been designed for no above ground flooding for the 1 in 30 year events, with events greater than (100 year plus 20% climate change) being contained within the carriageway. While the LLFA raise no objections to this approach they have requested the full drainage modelling to be provided to ensure that the swales within this section of the park have been appropriately sized to accommodate the full drainage model. In response to this request the applicant has confirmed that the full drainage model includes areas that lie outside of the redline of this application and would therefore be provided within the anticipated MUP North application which the LLFA Flood Risk Officer has accepted on the basis that a planning informative is included to any future decision advising the applicant that the full drainage model for the MUP is anticipated for the MUP north submission and should it have consequences for the swale capacity/size in the MUP south then landscape amendments would need to be regularised through formal submissions.
- 6.63 **Bio-diversity Net Gain (BNG)** - BNG is an approach to development which intends to make sure that habitats for wildlife are left in a measurably better state than they were before the development. In this instance the OPP for EQ dates back to 2007 and the present application is for the approval of reserved matters pursuant to an OPP which does not constitute a grant of planning permission. The current proposals therefore do not fall within the scope of biodiversity net gain requirements. Notwithstanding this, it is relevant to note that the extensive and varied tree and planting palette will contribute to enhancing bio-diversity compared to the existing construction site or basic amenity grass open space.
- 6.64 **Local Employment** - An Employment Action Plan is secured under the S106 of the outline permission which requires the Owner to use reasonable endeavours to implement a plan from implementation to completion of the development to encourage the employment of local residents and local companies as a contribution to the regeneration of the local economy. The EDC is working with the major landowner to help implement the effective implementation of this plan in line with EDC objectives for local employment.
- 6.65 **Condition 25** - All relevant matters listed in condition 25 of the outline permission (in relation to details required for reserved matters applications) have been addressed in the application and there are no outstanding issues.

7.0 FINANCIAL CONSIDERATIONS

- 7.1 **Regard** should be had to any local finance considerations so far as material to an application for planning permission but given the nature of the application, local finance considerations are not considered to arise and in any event would not be material to this application for the approval of reserved matters.

8.0 HUMAN RIGHTS

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

9.0 PUBLIC SECTOR EQUALITY DUTY

- 9.1 In determining this application, regard has been had to the Public Sector Equality Duty (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.
- 9.2 It is considered the application proposals would comply with objectives of the Duty.

10.0 CONCLUSION

- 10.1 The proposals provide a series of high-quality open spaces at the heart of EQ which will form a significant piece of green infrastructure adding to and connecting with the wider green network within the site and wider locality. The design, layout, and landscaping work well together and provide a distinctive open space, securing a choice of walking and cycling routes which connect well to the adjoining existing and planned development. The proposed amenity spaces and leisure routes are visually appealing, and materials and signage will assist legibility and wayfinding. ‘Secured by Design’, ‘Safer Parks’ and ‘Make Space for Girls’ design principles have been considered to improve the safety and inclusion of all users, especially women and girls. The proposal accords well with the AMP/DC and sets out a good quality design achieving 10 out of 12 greens in the Building with Nature assessment, and 41 greens across the 9 public health-check indicators assessed as part of the Ebbsfleet Park & Open Space Design Criteria. The scheme has been carefully considered to accord with the framework for the EQ OPP, the approved LOSS and CLFS, and is compliant with national and local policy, as well as the objectives of the Ebbsfleet Implementation Framework and other Ebbsfleet design guidance. The open space will contribute to the ongoing development of Eastern Quarry and Ebbsfleet through delivery of well-designed amenity spaces and green infrastructure.
- 10.2 It is therefore recommended for approval subject to the conditions set out in this report.

Reference: EDC/23/0086

Site Address: Land at Former Northfleet Cement Works, The Shore, Northfleet, Gravesend, Kent DA11 9AN

Proposal: Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north east of College Road (Phase 3A) comprising the erection of 273 no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy, and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (condition 11), community facility (condition 14), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15)

Applicant: Bellway Homes Limited (Thames Gateway)

Parish / Ward: Northfleet and Springhead

SUMMARY:

This application seeks approval of reserved matters including details of access, layout, scale, appearance and landscaping for 273no. dwellings and a community centre being the third major residential phase of the Northfleet Embankment West mixed-use development. The residential land is being marketed by Bellway Homes as Harbour Village. 82no. of the dwellings (30%) would be delivered as affordable housing and the proposals also include the creation of a new riverside park.

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

The application is guided by the approved detailed residential masterplan that the outline planning permission requires reserved matters applications to be in accordance with. This established "vision objectives" including creating a sustainable neighbourhood, reflecting and celebrating the site's industrial heritage, creating a cohesive network of streets and open spaces, providing a range of new homes and creating a waterfront destination with connections to the River Thames. Different character areas were proposed to ensure a distinctive development reinforcing local character and heritage. The proposals continue the design narrative from earlier phases and include the new character areas of the Fastrack Road and River Edge. The proposals perform well when assessed under Building for a Healthy Life.

The layout extends the street hierarchy established in earlier phases and the layout of the built form would frame views across and through the site, establishing visual links to the River Thames and across Northfleet. The provision of dwellings meeting Building Regulations Part M4[2] and M4[3] - Accessible and Adaptable Dwellings exceeds the Section 106 Agreement requirement, and all dwellings are designed to meet the Nationally

Described Space Standard. Sustainability measures are proposed for energy and water efficiency, as well as electric vehicle charging.

The parking for the site is reduced below the masterplan approved levels and will result in car free units but a package of mitigation measures, including additional sustainability measures to those within the approved Residential Travel Plan, and an additional legal agreement to fund a Parking Permit Area in adjacent streets have been agreed by the applicant. Subject to these measures being secured the parking levels are considered to be acceptable.

Additionally, recent investigation of the Robins Creek wall structure has resulted in the need for new retaining sheet pile wall to be constructed behind the Robins Creek wall to reduce the load from the proposed development on the existing wall. A strategy for this new wall has been submitted and details are to be agreed by condition.

Subject to the additional legal agreement and conditions the proposals are considered to generally accord with the principles and parameters established by the outline planning permission, detailed residential masterplan and adopted planning policies, and to be aligned with the Ebbsfleet Implementation Framework. They would form part of the third phase of residential development to meet EDC's aspirations for Northfleet Riverside whilst also providing an additional public open space within the phase itself and a new community facility for the benefit of new and existing residents.

The application is therefore recommended for approval subject to conditions.

RECOMMENDATION:

Authority be delegated to the Director of Planning and Place to approve the application and issue reserved matters approval, subject to:

- (i) The imposition of the planning conditions as set out below, with delegated authority to the Director of Planning and Place to make minor changes to the wording, and
- (ii) Completion to the satisfaction of Ebbsfleet Development Corporation as Local Planning Authority of a deed of planning obligation under s.106 of the Town and Country Planning Act 1990 (as amended) to secure the following financial contributions:
 - £3,000 towards Gravesham Borough Council undertaking a design, consultation and advertising exercise for modifying the existing Traffic Regulation Order (TRO) in neighbouring public highway, to be paid prior to first occupation of Phase 3A;
 - £10,000 towards Gravesham Borough Council modifying / introducing a Permit Parking Area (PPA), including costs associated with lining and signage, to be paid following TRO public consultation and decision to proceed with the modified/new PPA; and
 - £51,000 towards Gravesham Borough Council's operational enforcement of the modified/ new PPA and towards any necessary amendments to controlled parking on streets in the vicinity of the development to address parking issues arising which Gravesham Borough Council considers are directly attributable to the development, to be paid following TRO public consultation and decision to proceed with the modified/new PPA.

PLANNING CONDITIONS

Approved Plans

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

Site Plans

EHV-BPTW-S01-00-DR-A-0100-C06 – Site Plan - Ground Floor
EHV-BPTW-S01-ZZ-DR-A-0102-C06 - Site Plan - Typical Floor
EHV-BPTW-S01-ZZ-DR-A-0103-C06 – Site Plan - Roof Plan – Typical PVs

EHV-BPTW-ZZ-ZZ-DR-A-0010 rev C01 - Location Plan

Supporting Drawings

EHV-BPTW-ZZ-00-ST-A-5401 rev C05 – Dwelling Size Strategy Diagram – GF
EHV-BPTW-ZZ-ZZ-ST-A-5402 rev C05 – Dwelling Size Strategy Diagram–Typical FP
EHV-BPTW-ZZ-00-ST-A-5601 rev C05 – Parking Strategy
EHV-BPTW-ZZ-00-ST-A-5901 rev C05 - Refuse Strategy Diagram
EHV-BPTW-ZZ-00-ST-A-6101 rev C05 – Vehicle Strategy Diagram
EHV-BPTW-ZZ-00-ST-A-6201 rev C05 - Cycle Strategy Diagram
EHV-BPTW-ZZ-ZZ-ST-A-6401 rev C05 - Materials Strategy Diagram
EHV-BPTW-ZZ-ZZ-ST-A-6501 rev C05 - Roof Strategy Diagram

Affordable Housing

EHV-BPTW-ZZ-00-ST-A-7101 rev C05 - Tenure Strategy Diagram – GF
EHV-BPTW-ZZ-ZZ-ST-A-7102 rev C05 - Tenure Strategy Diagram – Typical FP

Floor Plans

EHV-BTPW-B01-00-DR-A-1001 rev C04 – Block A - GF Plan
EHV-BTPW-B01-01-DR-A-1002 rev C04 – Block A - 1st and 2nd FP
EHV-BTPW-B01-04-DR-A-1003 rev C04 – Block A – Roof Plan
EHV-BTPW-B01-03-DR-A-1004 rev C04 – Block A - 3rd FP

EHV-BTPW-B02-00-DR-A-1011 rev C04 – Block B&C- GF Plan
EHV-BTPW-B02-01-DR-A-1012 rev C04 – Block B&C 1st & 2nd FP
EHV-BTPW-B02-04-DR-A-1013 rev C04 – Block B&C Roof Plan
EHV-BTPW-B02-03-DR-A-1014 rev C04 – Block B&C 3rd FP

EHV-BTPW-B04-00-DR-A-1031 rev C05 – Block D&E – GF Plan
EHV-BTPW-B04-01-DR-A-1032 rev C05 – Block D & E – Typical FP
EHV-BTPW-B04-05-DR-A-1033 rev C05 – Block D & E – Roof Plan

EHV-BTPW-B06-00-DR-A-1051 rev C05 – Block F&G - GF Plan
EHV-BTPW-B06-01-DR-A-1052 rev C05 – Block F&G – Typical FP
EHV-BTPW-B06-05-DR-A-1053 rev C05 – Block F&G – Roof Plan

EHV-BTPW-B08-00-DR-A-1071 rev C05 – Block H - GF Plan
EHV-BTPW-B08-01-DR-A-1072 rev C05 – Block H- Typical FP
EHV-BTPW-B08-09-DR-A-1073 rev C05 – Block H - Roof Plan

Elevations

EHV-BTPW-B01-ZZ-DR-A-2001 rev C04 – Block A - Elevations (1 of 3)
EHV-BTPW-B01-ZZ-DR-A-2002 rev C03 – Block A - Elevations (2 of 3)
EHV-BTPW-B01-ZZ-DR-A-2003 rev C04 – Block A - Elevations (3 of 3)

EHV-BTPW-B02-ZZ-DR-A-2011 rev C04 – Block B&C - Elevations (1 of 2)
EHV-BTPW-B02-ZZ-DR-A-2012 rev C04 – Block B&C- Elevations (2 of 2)

EHV-BTPW-B04-ZZ-DR-A-2031 rev C05 – Block D&E - Elevations (1 of 3)
EHV-BTPW-B04-ZZ-DR-A-2032 rev C05 – Block D&E - Elevations (2 of 3)
EHV-BTPW-B04-ZZ-DR-A-2033 rev C05 – Block D&E - Elevations (3 of 3)

EHV-BTPW-B06-ZZ-DR-A-2051 rev C05 – Block F&G - Elevations (1 of 3)
EHV-BTPW-B06-ZZ-DR-A-2052 rev C05 – Block F&G - Elevations (2 of 3)
EHV-BTPW-B06-ZZ-DR-A-2053 rev C05 – Block F&G - Elevations (3 of 3)

EHV-BTPW-B08-ZZ-DR-A-2071 rev C05 – Block H - Elevations (1 of 3)
EHV-BTPW-B08-ZZ-DR-A-2072 rev C05 – Block H- Elevations (2 of 3)
EHV-BTPW-B08-ZZ-DR-A-2073 rev C04 – Block H - Elevations (3 of 3)

Sections

EHV-BTPW-B01-ZZ-DR-A-2201 rev C02 – Block A - Sections
EHV-BTPW-B02-ZZ-DR-A-2211 rev C02 – Block B&C - Sections
EHV-BTPW-B04-ZZ-DR-A-2231 rev C02 – Block D&E - Sections (1 of 2)
EHV-BTPW-B04-ZZ-DR-A-2232 rev C02 – Block D&E - Sections (2 of 2)
EHV-BTPW-B06-ZZ-DR-A-2251 rev C02 – Block F&G – Sections (1 of 2)
EHV-BTPW-B06-ZZ-DR-A-2252 rev C02 – Block F&G – Sections (2 of 2)
EHV-BTPW-B08-ZZ-DR-A-2271 rev C03 – Block H – Sections

Site Sections

10986-LD-SEC-301 P02 – Sections Sheet 1 of 3
10986-LD-SEC-302 P01 – Sections Sheet 2 of 3
10986-LD-SEC-303 P01 – Sections Sheet 3 of 3

EHV-BTPW-B08-ZZ-ZZ-A-2282 rev C03 – Sections 1 & 2
EHV-BTPW-B08-ZZ-ZZ-A-2283 rev C03 – Sections 3 & 4
EHV-BTPW-B08-ZZ-ZZ-A-2284 rev C03 – Sections 5 & 6

Street Elevations

EHV-BTPW-XX-XX-IM-A-2201 rev C04 - Proposed Site Elevations (1-3)
EHV-BTPW-XX-XX-IM-A-2202 rev C04 - Proposed Site Elevations (4-6)
EHV-BTPW-XX-XX-IM-A-2203 rev C04 - Proposed Site Elevations (7-9)

Site Levels

1803/05/7016 Rev C - Preliminary Level Assessment – Sheet 1 of 2
1803/05/7017 Rev C - Preliminary Level Assessment – Sheet 2 of 2

1803/05/7018 Rev C - Preliminary Levels Sections – Sheet 1 of 2
1803/05/7020 - Preliminary Levels Sections – Sheet 2 of 2

Landscape Details

10986-LD-PLN-310 rev I – Illustrative Masterplan
10986-LD-PLN-312 Issue P09 – GF General Arrangement Ref Plan
10986-LD-PLN-313 Issue P08 - GF Landscape (Sheet 1 of 4)
10986-LD-PLN-314 Issue P08 – GF Landscape (Sheet 2 of 4)
10986-LD-PLN-315 Issue P08 – GF Landscape (Sheet 3 of 4)
10986-LD-PLN-316 Issue P08 – GF Landscape (Sheet 4 of 4)

10986-LD-PLN-317 Issue P04 – FF General Arrangement Ref Plan

10986-LD-PLN-323 Issue P04 – Boundaries and Edges (1 of 4)
10986-LD-PLN-324 Issue P04 - Boundaries and Edges (2 of 4)
10986-LD-PLN-325 Issue P04 - Boundaries and Edges (3 of 4)
10986-LD-PLN-326 Issue P03 - Boundaries and Edges (4 of 4)
10986-LD-PLN-327 Issue P03 – Boundaries and Edges First Floor

10986-LD-PLN-450 Issue P04 - Sitewide Softworks (1 of 4)
10986-LD-PLN-451 Issue P04 - Sitewide Softworks (2 of 4)
10986-LD-PLN-452 Issue P04 - Sitewide Softworks (3 of 4)
10986-LD-PLN-453 Issue P04 - Sitewide Softworks (4 of 4)
10986-LD-PLN-459 Issue P06 – EA Canopy Offset
10986-LD-SCH-805 rev P03 – Illustrative Planting Schedule- Riverside Park

Highway Details

1803/05/SK71 Rev G - Tracking through Phase 3 to EA asset (sheet 1 of 2)
1803/05/SK73 Rev D - Tracking through Phase 3 to EA asset (sheet 2 of 2)
1803/05/SK91 - Phase 3A Parking Access Visibility Splays
1803/05/SK91 – Crossroad Layout
332410098_300.100_001 rev P05 – Vehicle Tracking 11.4m Refuse Vehicle (3 sheets)
332410098_300.100_002 rev P04 – Vehicle Tracking - Fire Vehicle (3 sheets)
332410098_300.100_003 rev P04 – Vehicle Tracking – Luxury Car
332410098_300.100_004 rev P04 – Vehicle Tracking – 9.5m Pantechicon (3 sheets)
332410098_300.100_005 rev P04 – Vehicle Tracking – 7.5T Panel Van (3 sheets)
332410098_300.100_006 rev P04 – Parking Restrictions Plan – Double Yellow Lines
332410098_300.100_007 rev P04 – 2.4m x 34m Visibility Splays
332410098_300.100_011 rev P02 – 2m x 43m Pedestrian Crossing Visibility
332410098_300.100_013 rev P02 – Community Centre Vehicle Tracking – 7.5T Panel Van (2 sheets)

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

Details required prior to commencement of Northern Parcel

Flood Defence Wall Protection

2. No development to the northern side of the Fastrack route, shown in drawing no. EHV-BPTW-ZZ-00-ST-A-6101 Rev C05 (Vehicle Strategy Diagram), shall commence until a scheme of retaining wall protection works, to cover the lifetime of the development, protecting the retaining walls forming the south eastern edge of Robin's Creek and the Thames Tidal Defence walls within the site boundary from damage due to adverse loading has been submitted to and approved in writing by the Local Planning Authority. The protection works scheme shall be supported by

site investigation works and calculations to demonstrate its adequacy to protect those walls during future works using any of the equipment shown in drawing numbers 1803/05/SK71 & 1803/05/SK73 (Tracking through Phase 3 to EA Asset), working up to those walls. The submitted scheme shall also be designed to provide support to the existing Robin's Creek wall and the Thames Tidal Defence walls and to facilitate the possible future removal of the existing Robin's Creek dock wall (for example if saline River Thames water was reintroduced into Robin's Creek and its removal became necessary).

The approved scheme shall then be implemented in full prior to works above ground level, with the exception of demolition, enabling works and site investigation works, within 10 metres of either wall, and maintained as such thereafter for the lifetime of the development.

Reason: To minimise the risk of damage to the existing retaining wall on the edge of Robin's Creek as a result of the development, to preserve the flood storage capacity of Robin's Creek and prevent an impedence to the flow of the River Ebbsfleet where it flows through the creek or the risk of pollution that a failure of the retaining wall could cause and to achieve the necessary operational access without threatening the integrity of the relevant sections of the Thames Tidal Defence wall. In line with paragraphs 158, 165 and 173 of the National Planning Policy Framework (2023) and Policy CS18 of the Gravesham Local Plan Core Strategy.

Operational Access to the Flood Defence

3. No development to the northern side of the Fastrack route, shown in drawing no. EHV-BPTW-ZZ-00-ST-A-6101 Rev C05 (Vehicle Strategy Diagram), shall commence until a scheme of operational access space and routes to and along the River Thames flood defences and the Robin's Creek retaining wall, including temporary access routes, has been submitted to and approved in writing by the Local Planning Authority.

The approved scheme of operational access space and routes shall then be implemented in full throughout the construction phase and maintained as such for the operational lifetime of the development.

Reason: To facilitate operational access to the Thames Tidal Flood Defences and the Robin's Creek retaining wall and to prevent an increased risk of flooding. In line with paragraphs 158, 165 and 173 of the National Planning Policy Framework (NPPF) and Policy CS18 of the Gravesham Local Plan Core Strategy.

Details Required Prior to Above Ground Works

Visibility Splays

4. Notwithstanding the drawing numbers 332410098_300.100_008 rev P02 (2m x 2m Pedestrian Inter-Visibility), 332410098_300.100_009 rev P02 (Inter-Visibility for Cycles – In) and 332410098_300.100_010 rev P02 (Inter-Visibility for Cycles – Out), no development above ground level shall take place to the northern side of the Fastrack route, shown in drawing no. EHV-BPTW-ZZ-00-ST-A-6101 rev C05 (Vehicle Strategy Diagram) until full details of pedestrian and cyclist visibility splays, including security gate details at podium parking court entrances, have been submitted to and approved in writing with the Local Planning Authority. The

approved pedestrian and cyclist visibility splays shall be constructed prior to first occupation of the development and retained thereafter.

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

Architectural Detailing

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

- (i) Brick detailing annotated on the approved drawings
- (ii) Parapet capping
- (iii) Low boundary wall and railing
- (iv) Entrance porches
- (v) Entrance canopies
- (vi) Building name signage
- (vii) Window reveals
- (viii) Balconies including balustrades and finish to underside of the balcony platform

The approved architectural details shall be constructed in accordance with the approved details prior to first occupation of the building to which they relate and shall be retained thereafter.

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

Public Realm Furniture

6. Notwithstanding the approved plans, no development shall take place above ground level until a scheme of Public Realm Furniture has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include: additional seating opportunities in the northeastern corner of the riverside park (overlooking the River Thames), planters, benches, cycle stands, advertising installations, poles, posts, columns, information boards, bins, artworks, pergola structures and tensile wires within the roof gardens. The details shall be in accordance with the EDC Public Realm Strategy guidance as far as possible. Public realm furniture included within the operational area for the maintenance of the flood wall, as shown on drawings approved under condition 3, shall be fully demountable. The approved public realm furniture development shall be installed prior to first occupation of the part of the development or public open space to which they relate and be retained at all times.

Reason: To maintain a good standard of design and residential amenity and to facilitate operational access to the Thames Tidal Flood Defences and the Robin's Creek retaining wall and to prevent an increased risk of flooding. In line with paragraphs 158, 165 and 173 of the National Planning Policy Framework (2023) and Policies CS18 and CS19 of the Gravesham Local Plan Core Strategy.

Street Lighting

7. Notwithstanding drawing no. 332410098/300.600/001 P04 (Proposed Street Lighting), no development above ground level shall take place until a detailed street lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The detailed lighting scheme shall include the form (including those proposed as de-mountable), appearance and lux levels of the proposed lighting and include sufficient detail to demonstrate how the lighting will mitigate impacts on ecology. The details shall include a plan showing how lighting will be co-ordinated with soft landscaping. The lighting shall be installed in accordance with the approved details prior to the first use of the relevant road(s) or open space(s) by members of the public, including general vehicles, pedestrians and cyclists, and thereafter be retained in working order at all times.

Reason: To ensure safe and functioning roads and public realm for all users in accordance with Policies CS11 and CS19 of the Gravesham Local Plan Core Strategy and paragraph 96 and 135 of the National Planning Policy Framework.

Boundary Treatments

8. No development above ground level shall take place until details of the form and appearance of all boundary treatments in the locations shown in drawing numbers 10986-LD-PLN-323 Issue P04, 10986-LD-PLN-324 Issue P04, 10986-LD-PLN-325 Issue P04, 10986-LD-PLN-326 Issue P03 and 10986-LD-PLN-327 Issue P03 (Boundaries and Edges Plans), including heights, materials and finishes, together with full details of any retaining walls, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved boundary treatments shall be installed prior to first occupation or use of the part of the development or public open space to which they relate and thereafter be retained at all times.

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

Additional Soft Landscaping within Car Parks

9. Notwithstanding the approved plans, no development above ground level shall take place to the northern side of the Fastrack route, as shown in drawing no. EHV-BPTW-ZZ-00-ST-A-6101 rev C05 (Vehicle Strategy Diagram), until a detailed soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The soft landscaping scheme shall include additional areas of soft landscaping to the central and western car parks. The approved landscaping scheme shall be carried out in full during the first available planting season prior to first use of the relevant car parking areas. The soft landscaping shall be maintained in accordance with the landscape and ecological management plan (LEMP) to be approved pursuant to the outline planning permission. Any trees, plants or grass that die, are damaged, removed or become diseased within 5 years shall be replaced with a species of a similar size and species during the next available planting season.

Reason: To enhance the quality and appearance of those car parks, provide year-round greening to these areas of public realm and to break up the dominance of hard surfacing and cars in accordance with Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy

Brown Roofs

10. No development above ground level shall take place until details of brown roofs shown on the approved drawing number EHV-BPTW-ZZ-ZZ-ST-A-6501 rev C05 (Roof Strategy) have been submitted to and approved in writing by the Local Planning Authority. Details shall include the location, appearance, form and technical specification of the brown roof, details of brown roof planting, and arrangements for management and maintenance across the lifetime of the development. The brown roofs shall be installed in accordance with the approved details prior to first use of the building to which they relate and shall thereafter be maintained and retained at all times.

Reason: To ensure an acceptable standard of development and upon completion and implementation of on-site renewable energy generation and biodiversity enhancements, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS12, CS18 and CS19

Planting Plans

11. No development above ground level shall take place until planting plans have been submitted to and approved in writing by the Local Planning Authority. The planting plans shall be in accordance with the approved soft landscaping scheme, including details of the numbers of all trees, hedges and shrubs to be planted, together with a planting schedule providing tree sizes, tree pits, pot sizes, heights, spreads, densities and total quantities of individual species. Tree species and sizes shall be informed by EDC's Public Realm Strategy guidance and tree planting details shall be shown in relation to underground services and lighting should be provided and include details of any root barriers and below ground root cells together with a plan demonstrating adequate soil volumes can be achieved for all new trees.

The approved scheme shall be carried out in full during the first available planting season prior to the first use of the relevant road(s) or open space(s) by members of the public, including general vehicles, pedestrians and cyclists, or in the case of podium gardens the first occupation of the related buildings. The soft landscaping shall be maintained in accordance with the Landscape and Ecological Management Plan (LEMP) to be approved pursuant to the outline planning permission. Any trees, plants or grass that die, are damaged, removed or become diseased within 5 years shall be replaced with a species of a similar size and species during the next available planting season.

Reason: To enhance the quality and appearance of the public realm and provide ecological and biodiversity enhancement in accordance with Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy.

Informative: The Environment Agency Biodiversity Officer advises that the submitted illustrative planting schedule contains variants of a known invasive non-native plant species 'Crocasmia' within in a few areas. This species is listed within Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), a contravention may occur if it is allowed to escape and grow elsewhere, into the wild. They advise that it could also be argued that it is illegal to intentionally plant this species within a landscape of open-connectivity. The risks of potential escape from the development site need to be considered.

Public Art

12. No development above ground level shall take place until full details of public art to be embedded/installed within the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall broadly comply with the Public Art Strategy set out in the Design and Access Statement Addendum (ref. EHV-BPTW-XX-XX-DO-A-0626-C02-A3 dated June 2024) and shall include details of location, design, appearance, lighting and any other features as appropriate, ongoing maintenance strategy and a timetable for installation. The approved public art shall thereafter be installed in accordance with the approved details and timescale and shall thereafter be maintained in accordance with the agreed strategy at all times.

Reason: To ensure that the development creates a high-quality environment through design and layout of open spaces and public realm in accordance with the principles of Kent Design and Policy CS19 of the Gravesham Local Plan Core Strategy.

Hard Landscaping Details

13. Notwithstanding condition 30 of outline planning permission reference EDC/16/0004, no development above ground level shall take place until full details of hard surfacing and kerbs/edging have been submitted to and approved in writing by the Local Planning Authority. Details of kerbs and details of the edging to resin bound gravel paths must be provided. Details should include size, material, laying pattern and colour finish of all hard surfacing together with details of how parking bays will be demarcated. The development shall be carried out in accordance with the approved details prior to first occupation of the part of development to which it relates and retained at all times.

Reason: To enhance the quality and appearance of the public realm in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy.

Play/Gym Equipment

14. No development above ground level shall take place to the northern side of the Fastrack route, as shown in drawing no. EHV-BPTW-ZZ-00-ST-A-6101 rev C05 (Vehicle Strategy Diagram), until full details of all play and outdoor gym equipment has been provided to and approved in writing by the Local Planning Authority. The submitted details shall broadly comply with the Play Strategy set out in the Design and Access Statement Addendum (ref. EHV-BPTW-XX-XX-DO-A-0626-C02-A3 dated June 2024) and shall include details of location, design, appearance, safety/fall zones and associated play surfacing, lighting and any other features as appropriate, ongoing maintenance strategy and a timetable for installation. The approved play and outdoor gym equipment, as well as required ancillary works, shall be installed in accordance with the approved details and timescale and shall thereafter be maintained in accordance with the approved strategy at all times.

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

MHVR

15. No development above ground level shall take place until details of the glazing and mechanical ventilation heat recovery (MVHR) system to be used for all the residential dwellings hereby approved has been submitted to and approved in writing

by the Local Planning Authority. The glazing details shall include form, performance specification and trickle vents, which shall be installed prior to the first occupation of the of the residential dwelling to which they relate. The MVHR details shall include air intake locations, dust filtration and show how noise/vibration created by the ductwork serving the ventilation system will be adequately controlled between and within properties. Details shall include arrangements for long term maintenance and efficiency of the MVHR systems which shall be installed prior to first occupation of the residential dwellings to which they relate and thereafter maintained in full working order at all times.

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

EV Charging

16. No development above ground level shall take place until details of electric vehicle charging shown in the Parking Strategy set out in the Design and Access Statement Addendum (ref. EHV-BPTW-XX-XX-DO-A-0626-C02-A3 dated June 2024) have been submitted to and approved in writing by the Local Planning Authority. The submitted Electric Vehicle (EV) charging details shall include:

- the location of visitor parking spaces with both active and passive EV infrastructure
- the location and design of supporting freestanding infrastructure to facilitate the EV charging points that are located within the privately maintained highway verges and surface level car parks;
- the service routing for the EV charging equipment overlaid onto a copy of the approved hard and soft landscaping; and
- the arrangements for management and ongoing maintenance and replacement responsibilities of the EV charging equipment and infrastructure.

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

Reason: In order to encourage sustainable travel and protect amenity, in accordance with Policies CS11 and CS19 of the Gravesham Local Plan Core Strategy and paragraph 111 of National Planning Policy Framework 2023.

Car Club Vehicle

17. Notwithstanding the 'Residential Travel Plan' 46600/5501 Rev A (Stantec, April 2022) approved under reference EDC/22/0096, no development above ground level shall take place until car club details have been submitted to and approved in writing by the Local Planning Authority. The details shall include:

- the permanent location of a minimum of 1no. car club parking space within the boundary of the application site, including associated electric vehicle charging provisions;
- the identification of a temporary car club parking space(s) during construction phase(s);
- the operational arrangements for the car club; and
- mechanism for advertising the approved Residential Travel Framework's one year's free membership per household to the on-site car club (on demand).

Prior to the first occupation of any of the units hereby agreed a minimum of 1no. electric car club vehicle shall be made available for public use from the approved spaces (temporary and permanent) within Phase 3A and shall be retained and maintained for their designated purpose(s) at all times.

Reason: To provide an alternative to private vehicle ownership to mitigate against reduced parking provision from approved masterplan levels and an enhanced package of sustainable travel measures in accordance with Policy CS11 of the Gravesham Core Strategy Local Plan and Ebbsfleet Sustainable Travel Strategy.

PV Panels

18. No development above ground level shall take place until details of photovoltaic panels (PV) have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate how they accord with the estimated energy generation indicated in section 5.1.9 of the Energy and Sustainability Statement v2 by Stantec dated 2nd July 2024 (ref. 332410098) and shall include the location, appearance, form and technical specification of the photovoltaic panels, and how they would be integrated into roofs of the dwellings. The photovoltaic panels shall be installed in accordance with the approved details prior to first occupation of the building to which they relate and thereafter be retained in working order at all times.

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

Underground services

19. No development above ground level shall take place until details of new underground services within 20m of the visible part of the River Thames flood defence or closer to Robin's Creek than the building line facing Robin's Creek have been submitted to and approved in writing by the Local Planning Authority. The underground services shall be installed in accordance with the approved details prior to first occupation of the building to which they relate and thereafter be retained in working order at all times.

Reason: To facilitate operational access to the Thames Tidal Flood Defences and the Robin's Creek retaining wall and to prevent an increased risk of flooding. In line with paragraphs 158, 165 and 173 of the National Planning Policy Framework and Policy CS18 of the Gravesham Local Plan Core Strategy.

Prior to First Occupation

Residential Travel Plan for Phase 3A

20. Notwithstanding the 'Residential Travel Plan' 46600/5501 Rev A (Stantec, April 2022) approved under reference EDC/22/0096 no part of the development hereby approved shall be occupied until a Full Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority with an enhanced package of sustainability measures over the previously agreed measures, including timescales for delivery and including, but not exclusively:

- A concierge on site to centrally receive home delivery packages for residents

- Provision of a business lounge (with w.c.) for residents of the riverside apartments so residents working from home have the option to work remotely from that space
- Provision of a further visitor space to the original number proposed so that a 4th car club vehicle can be optionally provided within Phase 3A in the future
- Provision of an on-site resident's gym for riverside apartment residents
- 1no. £100 cycle voucher for each residential dwelling

The development shall thereafter be occupied in accordance with the measures in the updated approved Full Residential Travel Plan.

Reason: To account the particulars of the proposal with reduced parking provision from approved masterplan levels and an enhanced package of sustainable travel measures in accordance with Policy CS11 of the Gravesham Core Strategy Local Plan and Ebbsfleet Sustainable Travel Strategy.

Parking Management Plan

21. Notwithstanding the 'Framework Site Wide Parking Strategy' (Technical Note, Stantec, 332410098/400.100, TN001 Rev A, 14 August 2024) no residential dwelling hereby approved shall be occupied until a detailed 'Parking Management Plan' for Phase 3A has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include, but not be limited to,) details of:

- Permit parking zones
- How the allocation of parking permits within the site will operate (residential, community facility)
- How non-allocated parking within the site will operate (deliveries, visitor parking)
- How cycle parking facilities will operate (resident and visitors)
- How the allocation of the M4(3) parking spaces will operate
- How the allocation of the M4(2) specialist parking spaces will operate
- Temporary car parking spaces for the community facility as necessary (e.g. if Block G facility predates provision of the permanent parking spaces)
- Details of parking controls to prevent indiscriminate and nuisance parking outside of designated bays, such as parking on the pavements or landscaped verges, or causing obstruction to pedestrians along footpaths
- Details of private parking enforcement operation to prevent on street parking outside of designated bays and permitted duration within visitor bays
- Details of arrangements should the management company go into administration
- Details of how future purchasers will be made aware of parking management regime on the site, the allocation of spaces, the availability of car club and one year's free membership per household for the first occupation of a dwelling, the potential introduction of a Controlled Parking Zone within surrounding public highway (which will not issue parking permits to Harbour Village addresses), as part of purchase of this development including how this will be communicated through the marketing process
- Details of the management for the restrictive access bollards
- Details of controlling parking for emergency vehicles and operational vehicles related to flood defence maintenance

The development shall thereafter be carried out in accordance with the approved Parking Management Plan and the approved parking controls and enforcement shall be operational from the first residential occupation and shall thereafter be maintained in perpetuity.

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

Highway Management Plan

22. No building or floorspace shall be occupied until a Highway Management Plan has been submitted to and approved in writing by the Local Planning Authority. The content of Highway Management Plan shall include details of the management and maintenance arrangements for all components of the highway including the carriageway, footpaths, verges/landscaping, street lighting and any other street furniture. The Plan shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the Plan will be secured by the developer with the management body responsible for its delivery. The approved Plan will be implemented in accordance with the approved details.

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

Community Building Management Plan

23. No building that includes provision of community facility space shall be occupied until a Community Building Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Community Building Management Plan shall set out the following matters:

- details of the community use facilities;
- temporary car park spaces if the agreed spaces are not available;
- hours of use of the facilities;
- how the community spaces will be managed and operated (including any ancillary spaces available - such as external space and parking);
- how and when the facilities will be promoted and made available to residents (within and outside of the development), local clubs and community groups;
- arrangements for booking the facilities;
- details of how any rents, fees and charges will be calculated, including an option for discounts to local residents and/or organisations;
- timescale for first availability of use of the facility by the community;
- an annual review of the Community Building Management Plan and annual reporting of the extent of usage of the facilities to the Local Planning Authority; and
- a complaints procedure.

The latest approved Community Building Management Plan shall be implemented and adhered to at all times.

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

Prior to Hard Surface Works in Riverside Promenade

(Riverside Promenade – delivery required prior to occupation of the 100th residential unit within Phase 3A)

Riparian Lifesaving Equipment

24. No hard surfacing works shall commence on the Riverside Promenade park, as set out at part 5.1 in the Design and Access Statement Addendum (ref. EHV-BPTW-XX-XX-DO-A-0626-C02-A3 dated June 2024) until details of the lifesaving equipment to be located within the open space, including location, signage and management and maintenance, has been submitted to and approved in writing by the Local Planning Authority. The riparian lifesaving equipment shall be installed in accordance with the approved details prior to first use of the Riverside Promenade by members of the public and shall thereafter be maintained and retained in working order at all times.

Reason: To ensure that the development creates a high-quality and safe public realm environment in accordance with the principles of Kent Design and adopted Policy CS19 of the Gravesham Local Plan Core Strategy.

Heritage Boards

25. No hard surfacing works shall commence on the Riverside Promenade park, as set out at part 5.1 in the Design and Access Statement Addendum (ref. EHV-BPTW-XX-XX-DO-A-0626-C02-A3 dated June 2024) until details of the proposed heritage interpretation measures, including location of interpretation boards, design of boards structures, content of boards information and display and deployment of artefacts has been submitted to and approved in writing by the Local Planning Authority. The heritage interpretation boards shall be installed in accordance with the approved details prior to first use of the Riverside Promenade by members of the public and retained at all times.

Reason: To ensure that the development creates a high-quality environment through design and layout of open spaces and public realm in accordance with the principles of Kent Design and Policy CS20 of the Gravesham Local Plan Core Strategy.

Ecology Information Boards

26. No hard surfacing works shall commence on the Riverside Promenade park set out at part 5.1 in part the Design and Access Statement Addendum (ref. EHV-BPTW-XX-XX-DO-A-0626-C02-A3 dated June 2024) until details of the proposed ecology information board(s) have been submitted to and approved in writing by the Local Planning Authority. The details shall include the location of interpretation board(s), design of boards structures, and content information. The approved ecology information board(s) shall be installed in accordance with the approved details prior to first use of the Riverside Promenade by members of the public and retained at all times.

Reason: To ensure delivery of ecological and biodiversity mitigation and enhancement in accordance with Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy and paragraph 180 of the National Planning Policy Framework 2023.

Plant Noise Attenuation

27. No fixed plant in any block shall be installed until full details of that plant, including any noise attenuation measures, shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the rating level of the operational noise emitted from the cumulative plant shall be 5 dB below the existing background

noise level at any time. The noise levels shall be determined at the façade of any noise sensitive property and the measurements and assessments shall be made according to BS4142:2014+A1:2019. The approved scheme shall be implemented prior to the first occupation of any residential units or community facility within that block and thereafter maintained for the lifetime of the development.

Reason: To ensure that the cumulative noise from the development does not prejudice the amenities of neighbouring property and workers within the site in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy

Compliance Conditions

Surcharge Loadings on the Flood Defences

28. The access routes shown in Drawing No. 1803/05/SK71 & 1803/05/SK73 (Vehicle Tracking) shall be constructed to accommodate surcharge loadings on the existing and proposed flood defences of no less than 30 kN/m².

Reason: To ensure that adequate operational access routes are provided and to reduce the risk of flooding. In line with paragraphs 158, 165 and 173 of the National Planning Policy Framework (NPPF) and Policy CS18 of the Gravesham Local Plan Core Strategy.

Reason: For the avoidance of doubt, to facilitate any future flood defence intervention and to prevent an increased risk of flooding and to be shared with the Environment Agency. In line with paragraphs 158, 165 and 173 of the National Planning Policy Framework (NPPF) and Policy CS18 of the Gravesham Local Plan Core Strategy.

Informative: The Environment Agency have requested the submission of 'as built' drawings including the allowable surcharge limits within 4 months of completion of the development.

Operational Access to Flood Defences

29. The access routes shown in Drawing No. 1803/05/SK71 & 1803/05/SK73 (Vehicle Tracking) shall be available for use at all times. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to that Order revoking and re-enacting that Order, no means of enclosure shall be installed across the access routes to prevent operational access for management and maintenance of the Thames Tidal Flood Defences and the Robin's Creek retaining wall.

Reason: To facilitate operational access to the Thames Tidal Flood Defences and the Robin's Creek retaining wall and to prevent an increased risk of flooding. In line with paragraphs 158, 165 and 173 of the National Planning Policy Framework (NPPF) and Policy CS18 of the Gravesham Local Plan Core Strategy.

Gym and Business Lounge

30. The gym and business lounge shown in drawing numbers LD-PLN-313 rev P08 and LD-PLN-314 rev P08 (General Arrangement Plans) shall be used as ancillary spaces to the residential development hereby approved and shall only be used by the occupiers of the residential development.

Reason: To ensure these spaces do not operate as their own planning unit(s) contrary to the planning permission for this site and for residential amenity and highway safety as insufficient parking has been provided to allow use of these areas by the general public, in accordance with Policies CS11 and CS19 of the Gravesham Local Plan Core Strategy.

Residential Parking

31. The vehicle parking and turning areas shown on the approved plans shall be formed, surfaced, drained and marked out prior to the building to which they relate first being occupied. Visitor, loading, community facility and car club spaces shall be clearly demarcated as such and shall remain unallocated at all times. Notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to it in any statutory instrument revoking and re-enacting that Order, no development shall be carried out on the site in such a manner or in such a position as to preclude the use of or access to the approved vehicle parking and turning areas.

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

Cycle Parking

32. A minimum of two of the six visitor cycle stands shown on drawing EHV-BPTW-ZZ-00-ST-A-6201 rev C05 stands should be sized and marked out for adapted bikes, which require 1.5m between stands to allow for dismounting.

Reason: In accordance with the best practice in Local Transport Note (LTN) 1/20 and as part of the sustainability strategy for the development, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

Sustainable Development

33. The development hereby approved shall incorporate carbon reduction measures specified within Section 3 of the Energy and Sustainability Statement (ref. 332410098 V2, July 2024). These measures shall be implemented in full prior to first occupation of the residential dwelling to which they relate or the first use of the relevant community space and shall thereafter be retained and maintained in good working order throughout the lifetime of the development.

Reason: To ensure that the development meets the requirement for carbon reduction and renewable technology in accordance with Policy CS18 of the Gravesham Local Plan Core Strategy.

Water Efficiency

34. All dwellings hereby approved shall meet Building Regulations Part G optional requirement for water efficiency of 110 litres per person per day. The water efficiency measures to achieve this, including provision for flow restrictors and use of water-efficient appliances, as set out in Section 4 of the Energy and Sustainability Statement (ref. 332410098 V2, July 2024) shall be implemented in full prior to first occupation of the building to which they relate.

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

Finished Floor Level

35. Notwithstanding condition 46 of outline planning permission ref. EDC/16/0004, no buildings hereby approved shall be constructed with any threshold or floor level below 8.0m above Ordnance Datum (AOD).

Reason: To minimise the risk of flooding. In line with paragraphs 158, 165 and 173 of the National Planning Policy Framework (NPPF) and Policy CS18 of the Gravesham Local Plan Core Strategy.

Ecology Enhancement

36. The ecological enhancement measures shown on Figure 1 - Annotated Site Plan within the Phase 3A Ecological Mitigation and Enhancement Strategy Revision A (ref. 193252 dated April 2024) shall be installed within the building or open area in which they are located, prior to the first use of that building or space, in accordance with approved details and thereafter maintained and retained at all times.

Reason: To ensure delivery of ecological and biodiversity mitigation and enhancement in accordance with Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy and paragraph 180 of the National Planning Policy Framework (NPPF)

Community Use

37. The community centres shown in drawing numbers EHV-BPTW-B06-00-DR-A-1051 rev C05 (Block F & G Ground Floor Plan) and EHV-BPTW-B08-00-DR-A-1071 rev C05 (Block H Ground Floor Plan) shall only be used for the community use hereby approved and shall not be occupied other than for the specified use falling within Class F2(b) of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To ensure that the development contributes towards on-site community development and integration, in accordance with Policies CS03 and CS10 of the Gravesham Local Plan Core Strategy.

M4(2) and M4(3) Compliant Dwellings

38. The dwellings identified as M4(2) accessible and adaptable dwellings and M4(3) wheelchair user dwellings in the Accessibility Strategy in part 6.2 of the Design and Access Statement Addendum (ref. EHV-BPTW-XX-XX-DO-A-0626-C02-A3 dated June 2024) hereby approved shall be designed and constructed in accordance with Building Regulations Part M.

Reason: To ensure the provision of accessible and adaptable dwellings, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19

INFORMATIVES

1. ADDITIONAL DOCUMENTS

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

Application form

Technical Note (Stantec, 332410098/300.106, Note TN002, date 4 July 2024)

Technical Note (Stantec, 332410098/300.106, Note TN001, date 31 May 2024)

Technical Note (Stantec, 332410098/300.100, TN002 rev 1, 10 April 2024)

Technical Note (Stantec, 332410098/400.100, TN001 Rev A, 14 August 2024 'Framework Site Wide Parking Strategy')

Technical Note (Stantec, 332410098/300.106, TN003, 14 August 2024 drawings – 332410098_300.100_008 rev P02 (2m x 2m Pedestrian Inter-Visibility), 332410098_300.100_009 rev P02 (Inter-Visibility for Cycles – In), 332410098_300.100_010 rev P02 (Inter-Visibility for Cycles – Out)

RSC/KS/EB/23123 (Stantec, Stage 1 Road Safety Audit, 10 April 2024) (drawings superseded by later versions)

Riparian Lifesaving Equipment Information Note (LUC)

Noise Impact Statement (Stantec, Condition 9b Acoustic Report, ref 332410098, Rev 1, April 2024)

Response to EDC Noise Consultant Advisor comments (Stantec ref 332410098 – TN05, 24 May 2024)

Response to PLA/AA/Brett comments, (Stantec 332410098-TN06, 31 July 2024)

Energy and Sustainability Statement (Stantec, 332410098 V2, July 2024)

Planning Statement (Savills, May 2023)

Design and Access Statement (BPTW, May 2023)

Design and Access Addendum (BPTW, June 2024)

Design Log Response (Bellway, June 2024)

Affordable Housing Statement (updated)(Savills, April 2024)

Daylight and Sunlight Report (EB7, ref 6024, 12 April 2024)

Phase 3A Ecological Mitigation and Enhancement Strategy Revision A (AAe Environmental Consultants, ref 193252, April 2024) inc. Figure 1 - Annotated Site Plan (showing biodiversity enhancements)

Proposed Street Lighting Strategy (Stantec, 332410098/300.600/001 P04)

Proposed Street Lighting 332410098/300.600/001 P04 (based on previous revision riverside park layout)

Utilities Assessment (332410098/300.401 Rev A, March 2024)

Infrastructure Assessment (Stantec, 332410098/300.50, 19 May 2023)

Flood Risk Assessment (RTL, ref 180305H, 19 May 2023)

Section 104 Drainage Layout (RLT, 1803/05/3002 Rev R)

Fire Statement (Robson Frankham, 25 May 2023)

Outline Fire Strategy (Robson Frankham, rev 10, 30/05/2023)

Air Quality Assessment (Stantec, 332410098 Note AQ03_Rev1, May 2023)

Statement of Community Involvement (The Terrapin Group, May 2023)

'Archaeology and Historic Building Recording' letter (RPS, ref RvKM JAC25622, May 2023) together with 'Recording Works' plan (TL/19/05/23) and pages 1 to 6 Geomatics Survey plans, dated 18/05/2023

Ecological Mitigation and Enhancement Strategy (19322 rev A, April 2024)

CGIs – Update views 3 and 4

EHV-BPTW-XX-XX-SA-A-0104 rev P05 - Accommodation Schedule

EHV-BPTW-XX-XX-SA-A-0105 rev P05 – Plot Schedule

1803/05/SK/P/01 - Additional Supporting Wall to Relief Wall of Robins Creek

2. OUTLINE PLANNING PERMISSION

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

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

3. DEVIATION FROM APPROVED PLANS

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

4. BUILDING REGULATIONS AND OTHER CONSENTS

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

5. KCC ECOLOGY

Street lighting – it is recommended that the lighting follows the KCC highways dimming regime (regardless of whether it is adopted or not). Residential roads typically are on a minus 40/60% dimming regime so dim by 40% between the hours of 20:00 – 22:00 and then dim by minus 60% between the hours of 22:00 to 05:00.

6. KCC HIGHWAYS

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

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits

of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

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

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

7. NAMING AND NUMBERING (GBC)

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

The Naming and Numbering Certificate, when issued, will reduce location or delivery problems via Royal Mail or other carriers, and importantly for the Police, Ambulance, and Fire & Rescue services. Registration is also necessary to register to vote, for utility connections, and will avoid duplicate addresses. The Naming and Numbering service is provided by the Borough Council. Further information is available from the following page of the council's website:

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

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

8. KENT FIRE AND RESCUE SERVICE

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

9. ENVIRONMENT AGENCY

Flood Risk Activity Permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence

- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

The need for above ground features to be demountable is wider than the 10-metre zone indicated on the LUC Landscape General Arrangement drawings as per condition 7.

10. POSITIVE AND CREATIVE APPROACH TO DECISION MAKING

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

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

11. REASON FOR IMPOSITION OF PRE-COMMENCEMENT CONDITION

Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the Local Planning Authority is satisfied that the requirements of planning conditions 2 and 3 (including the timing of compliance) is so fundamental to the development permitted that such details must be submitted prior to works commencing on site. In accordance with The Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the imposition of these pre-commencement conditions has been agreed in writing with the applicant.

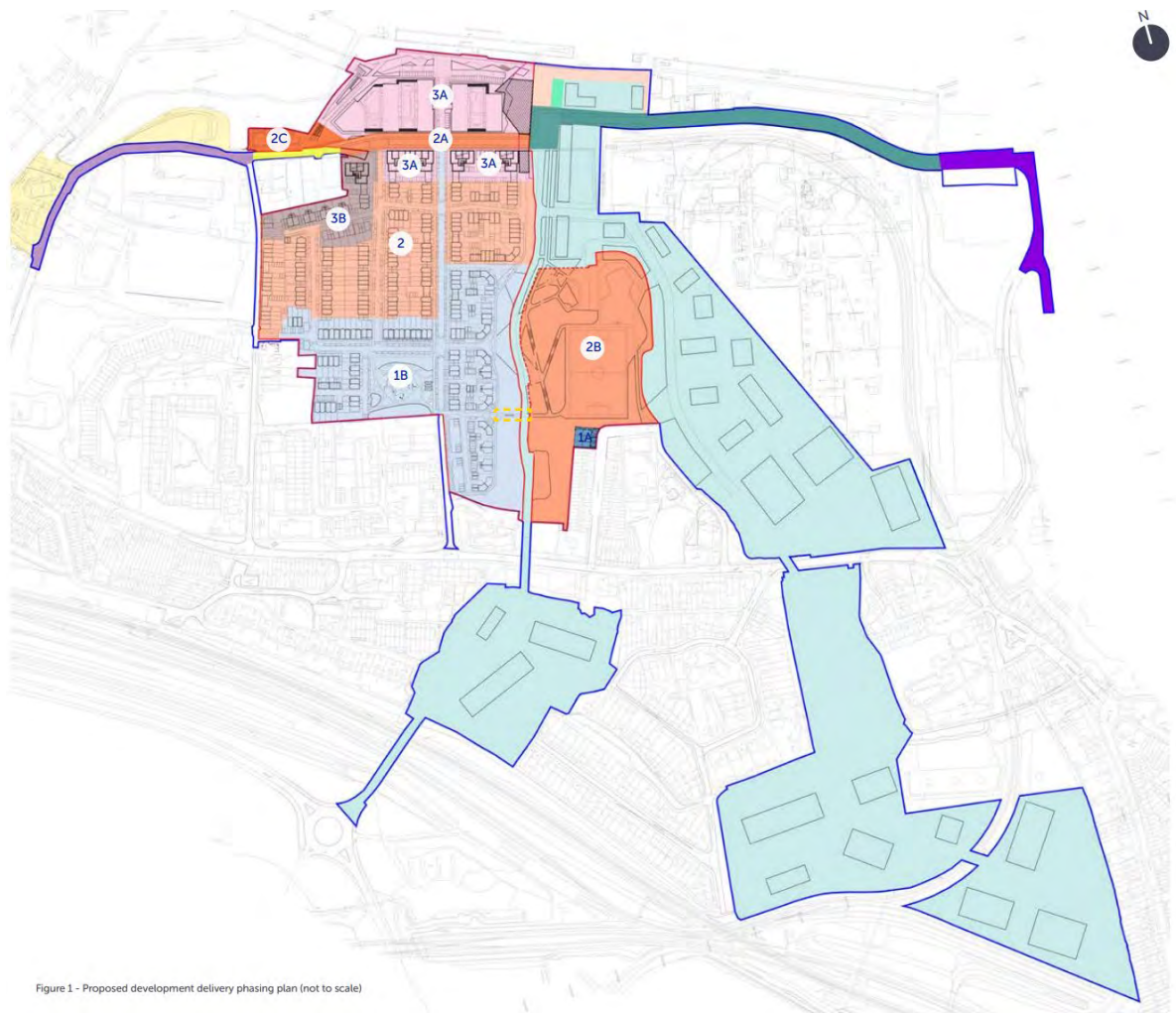
1.0 SITE CONTEXT AND PROPOSAL

1.1 Site Context

Northfleet Embankment West Strategic Site

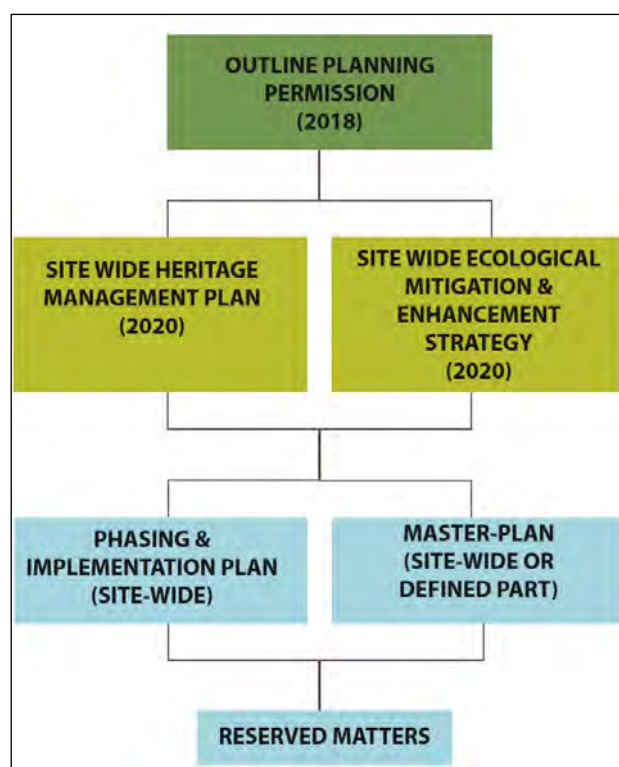
- 1.2 This application relates to the part of the Northfleet Riverside strategic development area, as identified in the EDC Implementation Framework, known as Northfleet Embankment West. Northfleet Embankment West comprises the former Northfleet Cement Works which ceased operation in December 2008. Demolition of the majority of the buildings and structures was completed in 2010. The whole site covers approximately 31 hectares in area and includes Church Path Pit and Vineyard Pit located to the south and connected to the main site by road tunnels. Northfleet Embankment West includes 12 hectares of residential land to the west of the site and 19 hectares of employment land to the east and south.

- 1.3 The wide scale excavation of cement and lime works between the River Thames and Northfleet High Street has led to significant topographical changes in the area. The upper levels of land are 20m to 30m above the lower land levels, demarcated by cliffs and slopes.
- 1.4 Within the wider Northfleet Riverside area heavy industry and employment operations take place including manufacturing, a tissue paper mill, aggregates import, a builder's yard, together with some vacant plots. There are two wharves within the wider Northfleet Riverside area safeguarded by the Kent Minerals and Waste Local Plan for their minerals function and the waterfront is formed of man-made flood protection walls. Commercial operations take place at 42 Wharf located at the eastern end, which is operated by Tarmac to serve their existing Bulk Powders Import Terminal and will also serve their approved Bulk Aggregates Import Terminal. Robins Wharf lies at the western end adjacent to where the River Ebbsfleet enters the River Thames via Robin's Creek. The redundant Bevans Wharf, adjacent to the phase of development being considered in the application, is no longer operational and is not safeguarded.
- 1.5 The Northfleet Riverside area contains one listed building, which is the Grade II Listed Bevans War Memorial located adjacent to the remaining office building. The Grade II Listed Northfleet Lower Lighthouse is located on 42 Wharf that fronts the application site.
- 1.6 The wider settlement of Northfleet is located to the southeast of the site, where the land use is predominantly residential but also with some commercial uses, including shops and services and other local facilities, including a primary school. The North Kent Line passes close to the site and Northfleet Station is located south of Northfleet High Street. Ebbsfleet International and Domestic Stations are also nearby, approximately 0.5km to the south of the North Kent Line.
- 1.7 The Northfleet Riverside area also comprises part of the North Kent Innovation Zone which is designated as an Enterprise Zone.
- 1.8 There are a number of Public Rights of Way traversing the Northfleet Riverside area. Public footpaths NU3, NU6, NU42 and NU7 run through the Northfleet Embankment West development site with NU6 forming part of the King Charles III England Coast Path running adjacent to the River Thames.
- 1.9 The image below shows the Northfleet Embankment West site in its wider context:



Planning Background

- 1.10 Outline planning permission (reference EDC/16/0004) with all matters reserved was granted in June 2018 for a mixed-use development comprising up to 532 residential dwellings, 46,000sqm of employment floorspace, a neighbourhood centre with retail units, a community centre and riverside pubs and restaurants. The permission was accompanied by a s.106 Agreement. The land was subsequently sold and is now in dual ownership. The land approved for residential development was purchased by Bellway Homes in early 2020 and the remaining employment land is owned by Northfleet Property LLP which was acquired by NWM Investments.
- 1.11 The outline planning permission is tiered and requires approval of particular documents prior to being able to move onto the next stage. The structure of the outline permission is shown below.



Structure of the Outline Planning Permission

- 1.12 A Heritage Management Plan and an Ecological Mitigation and Enhancement Strategy were approved in April 2020 and May 2020 respectively.
- 1.13 A detailed residential masterplan was approved in December 2020 and provides a comprehensive set of design parameters for the residential land. The parameters include different character areas to ensure a locally distinctive development, reinforcing local character and heritage, and a high-quality framework against which future reserved matters applications are to be assessed. It also carried forward from the outline planning permission commitments in respect of sustainable building design including incorporation of green/brown roofs on some buildings, electric vehicle charging (active and passive) across the whole scheme, sustainable drainage, water reduction and small-scale renewable energy generation.
- 1.14 A non-material amendment was approved to amend the wording of condition 7 of the outline planning permission to allow for reserved matters approval to be granted on parts of the site in advance of approval of a site-wide detailed Phasing and Implementation Plan. The proposed change has the effect of allowing reserved matters approval to be granted for 124 of the 532 dwellings approved by the outline planning permission on the wider site and has approval/delivery of standalone infrastructure including Bevans Park, the SUDs park and the Fastrack bus corridor.
- 1.15 Following the non-material amendment to condition 7, Reserved Matters applications were approved for Phase 1A for 3 dwellings in December 2020, Phase 1B for 121 dwellings in November 2021, Phase 2C for SUDs and public realm in December 2022, Bevans Park Bridge in March 2023, Phase 2 for 130 dwellings in 31 July 2023 and Bevans Park in 19 September 2023. In addition, a standalone full planning permission was granted in February 2023 for an additional 3 dwellings adjacent to Phase 1B.

- 1.16 A non-material amendment was also approved in May 2023 to amend the wording of condition 5a to increase the maximum number of residential units from 532 to 567 and increase the size of the community use floorspace to a minimum of 250sqm.
- 1.17 The site-wide Phasing and Implementation Plan was approved in June 2023. This sets out a programme for delivery of residential, employment and other floorspace, open space and the provision of infrastructure required to support the development to ensure that the development proceeds in an orderly and balanced manner in respect of both the location of and mix of development.
- 1.18 In respect to the Phase 3A site the Phasing and Implementation Plan requires the delivery of the Riverside Promenade prior to the first occupation of the 100th residential unit within Phase 3A and the provision and adoption of the western section of the Public Right of Way NU6 following the promenade's completion. (The S106 requires the incorporation also of a permissive cycle way through the promenade.) The section of the Bus Road West that falls within the application boundary must also be completed and available for use prior to the occupation of the 100th residential unit within Phase 3A (with a later trigger for the delivery of Bus Road East). The community facility within Phase 3A must be available for handover prior to 50% occupation of the building within which it is situated. In the current application, the community facility is split into two, serviced parts within separate buildings.
- 1.19 Alongside the Phase 3A application a Reserved Matters application was also submitted for Phase 3B of the residential development, as well as for the employment land at the Triangle site, Vineyard Pit and Church Path Pit and the Bus Road West and Granby Road sections of the Fastrack route. Planning permission has recently been granted for the employment land and Bus Road West.
- 1.20 The deadline for submission of Reserved Matters applications against this outline planning permission has now passed. No Reserved Matters application has been received for the riverside part of the Northfleet Embankment West site, to the east of Phase 3A, identified to provide mixed-use retail/office/food space around a plaza and as such the planning permission for that area has now expired.
- 1.21 Alongside the Reserved Matters applications, full planning permission was also granted in July 2021 for the formation of a development platform across the Northfleet Embankment West site, comprising the land benefitting from outline planning permission for residential and employment development, and earthworks for the future residential development have been completed under this stand-alone permission.

Application Site – Residential Phase 3A

- 1.22 The application site comprises an area of approximately 2.1 hectares with a development platform in place following the previous agreement under application EDC/20/0147. Phase 3A is located within the northern area of the approved residential development with the development name of 'Harbour Village'. The site abuts the River Thames to the north, the Phase 2 site to the south and the site of the undetermined Phase 3B application (EDC/23/0073) to the southwest. To the east of the site is the vacant land identified for mixed-use (office, retail, food) around a riverside plaza within the outline planning permission, for which planning permission has now expired. The Fastrack route runs through the Phase from east to west with proposed development to both the north and the south of the Fastrack road. The northern part of this Phase's development would be adjacent to and continuing on the riverside public realm approved within the approved SUDS park, which is to its western side.

- 1.23 The main access to Phase 3A is proposed through Phase 1B and Phase 2 via an extension of Hive Lane, which itself is accessed from Northfleet High Street. Access to the western car park on the northern side of the Fastrack route would also be gained via a crossover access from the Fastrack road itself.



- 1.24 Located somewhat further to the eastern and western sides of the site lie operating commercial sites and safeguarded wharfs. To the southeast, connected by a pedestrian/cycle bridge (planning permission approved) from Phase 1B, lies a prominent escarpment which is the location for a heritage park (Bevan's Park) public open space to serve both existing and future residents. The local primary school in Factory Road/Lawn Road would be accessed through the heritage park.
- 1.25 The site lies within Flood Zone 3 and Groundwater Source Protection Zone 2 (Outer Protection Zone). Some land raising has already taken place on the site as part of the creation of the development platform under planning permission EDC/20/0147.

Proposal

- 1.26 This application seeks approval of reserved matters including details of access, layout, scale, appearance, and landscaping for 273no. dwellings, of which 83no. would be delivered as affordable housing, together with a community centre, the creation of a riverside park, associated highway infrastructure, parking, and servicing.
- 1.27 This Reserved Matters application is submitted pursuant to the parameter plans approved in the outline planning permission and the approved detailed residential masterplan. The proposal has a mix of 1, 2 and 3 bed apartments.
- 1.28 The proposals would provide the following accommodation:

Dwelling Type	1 bed	2 bed	3 bed	Total
Private Apartment	58	129	4	191

Shared Ownership Apartment	26	20	6	52
Affordable Rented Apartment	18	12	0	30

- 1.29 The current proposal includes the provision of approximately 350sqm of community floorspace, including ancillary floor area such as bins stores, split between two buildings, Blocks H and G. Each of the separate spaces would have a kitchenette and w.c. facilities with other ancillary space provided in Block H.
- 1.30 This application includes an area of public open space that will create a Riverside Promenade. This open space will also include informal play equipment and an outdoor gym. The diverted route of King Charles III England Coast Path (KCIIECP) and the PROW NU6 would run through Phase 3A and along the riverside.
- 1.31 The outline planning permission has conditions imposed that require submission of additional details alongside reserved matters application. This application seeks to discharge conditions 9 (a – d) for finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy, and schedule of public open spaces, condition 11 for an updated sustainability statement, condition 14 for the community facility and condition 15 for details of public realm, public art, heritage interpretation and riparian lifesaving equipment.

2.0 RELEVANT PLANNING HISTORY

Wider Northfleet Embankment West Site – Outline Planning Permission

- **EDC/16/0004** - Outline application with all matters reserved for a mixed development including up to 532 dwellings and up to 46,000 sq. m employment floorspace. Approved by EDC on 8th June 2018.

Phasing and Implementation Plan

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

Residential Masterplan

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

Reserved Matters – Residential land

- **EDC/20/0076** - Application for approval of reserved matters (relating to access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land at Factory Road (**Phase 1A**) comprising the erection of 3no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, and ecological mitigation and enhancement strategy (Condition 9), renewable

energy, water conservation and carbon reduction technologies (Condition 11), soft landscaping, boundary treatments, and the treatment of public highways and vehicle parking (Condition 15), land re-profiling (Condition 17), measures to protect existing infrastructure (Condition 19), and surface materials (Condition 30).

Approved by EDC on 18th December 2021

- **EDC/21/0081** - Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north of Hive Lane (**Phase 1B**) comprising the erection of 121no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (condition 11), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15). EDC Planning Committee resolution to approve on 17th November 2021.
- **EDC/21/0206** - Reserved matters pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north and east of College Road (**Phase 2C**) to create a Sustainable Urban Drainage System and associated public realm, including details relating to site levels, ecological mitigation and enhancement strategy, details of design and maintenance of public realm (Condition 9), surface materials palette, furniture, lighting strategy, soft landscaping and boundary treatments, public art and heritage interpretation including timescales for provision (Condition 15). Approved by EDC on 21st December 2022. **EDC/21/0222** - Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north and west of Factory Road (Phase 2B) to create a heritage park and playing pitch including a pedestrian/cycle bridge and public realm together with details relating to site levels, ecological mitigation and enhancement strategy, noise attenuation, details of design and maintenance of public realm (Condition 9), soft landscaping, boundary treatments, furniture and play equipment, lighting strategy, public art and heritage interpretation including timescale's for commissioning and installing public art, provision for heritage interpretation and deployment of artefacts (condition 15). Approved on 21st December 2022.
- **EDC/22/0058** - Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land east of College Road (**Phase 2**) comprising the erection of 130no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (condition 11), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15) and scheme for the re-interpretation of the College Road flint wall (condition 40(ii)). Approved on 31st July 2023.
- **EDC/22/0120** – Construction of a Pedestrian/Cycle Bridge over the highway (Bevans Park Bridge). Approved by EDC on 23rd March 2023

- **EDC/23/0078** - Reserved Matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land south of the River Thames (**Phase 3B**) comprising the erection of 40 no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy, and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (Condition 11), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15). Pending decision.

Reserved Matters – Employment Land

- **EDC/23/0096** - Reserved Matters Application (matters relating to access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for the employment land at the Triangle Site and Vineyard Pit comprising the erection of industrial and logistics units (Use Classes E(g)(iii) and/or B2 and/or B8) with ancillary office accommodation, external yard areas, staff and operational vehicle parking, servicing and associated works. Approved on 31st July 2024.

EDC/23/0097 - Reserved Matters Application (matters relating to access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for the employment land at Church Path Pit comprising the erection of industrial and logistics units (Use Classes E(g)(iii) and/or B2 and/or B8) with ancillary office accommodation, external yard areas, staff and operational vehicle parking, servicing and associated works. Approved on 31st July 2024.

Fastrack route

- **EDC/22/0133** - Reserved Matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land east of Grove Road and west of Granby Road comprising the Fastrack route together with associated infrastructure including details relating to site levels, ecological mitigation and enhancement strategy, and public open space (condition 9), design and maintenance of the public realm (condition 15). Pending decision.
- **EDC/22/0142** - Highways improvement including road widening at The Shore/Granby Road to accommodate two-way running of the eastern extent of the Fastrack route. Pending decision.
- **EDC/23/0100** - Reserved Matters Application pursuant to Condition 2 of Outline Planning Permission (OPP) reference EDC/16/0004 for the creation of Fastrack Bus Road West Route (**Phase 2A**). Approved on 27th September 2024.
- **EDC/23/0101** - Reserved Matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 at Granby Road comprising the Fastrack Granby Road route together with associated infrastructure including details relating to site levels (condition 9). Pending decision

- **EDC/24/0023** - Highways improvement works comprising road widening and road realignment of Grove Road including demolition of redundant building to accommodate the Fastrack route. Pending decision.

Wider Northfleet Embankment West Site – Development Platform

- **EDC/20/0147** - Formation of a development platform (residential and employment) comprising excavation and infilling of the site, including access roads. Approved by EDC on 7th July 2021

3.0 PUBLICITY AND REPRESENTATIONS

- 3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list of planning applications
- 3.2 Neighbour notification letters were sent to local addresses as well as adjoining major landowners Aggregate Industries and Brett Industries, NWM Properties and Tarmac.
- 3.3 The proposals were also advertised on site via 4no. notices and publication in a local newspaper for the following reason: Major Development.
- 3.4 In addition Northfleet and Springhead Ward Councillors Jo Hart, Peter Scollard and Alison Williams and Northfleet Harbour Restoration Trust were notified.
- 3.5 Public consultation for the development was undertaken by the applicant with on-line and an in-person consultation. The website went live on 21st February 2023 and the public exhibition took place on 7th March 2023. These preceded the revised version of the development now proposed.
- 3.6 At the time of publishing this report 1no. written representation had been received for this application. A summary of the comments is as follows:

First Plan on behalf of Aggregate Industries UK Ltd and Brett Aggregates Ltd (10/09/2024) – object for the following reasons:

- Without mitigation the external amenity areas could be too noisy for future occupiers leading to complaints and the industrial activities as neighbouring wharves may be constrained as a result. Further information about mitigation is required
- Internal noise levels with windows open would be unacceptable for future residents leading to complaints and the industrial activities as neighbouring wharves may be constrained as a result. Objection is maintained until details of alternative means of ventilation for affected facades are received
- There is the potential risk for significant adverse noise impact for some balconies in a worst-case scenario on Sundays, as both Brett and AI are permitted to operate on Sundays, potentially resulting in residents' complaints and nuisance action re wharf noise and adverse effect on the safeguarded wharf operators if, as a result, their activities were constrained

EDC Officer Comment: These matters are considered by the LPA's Noise Consultant and reported in the relevant section of this report.

4.0 CONSULTATION RESPONSES

- 4.1 The following organisations were consulted on both the original and revised application and the most recent responses are summarised below:-

LPA Noise Consultant advises that in relation to Cond 9b of EDC/16/0004 the proposals satisfy the requirements of Planning Condition 9b subject to planning conditions and they recommend that it can be discharged.

Southern Water – the water supply and sewerage services are the responsibility of IWNL (Independent Water Networks) with an inset agreement/NAV agreement in place between Southern Water and the IWNL for the supply of water and sewerage services. The connection/discharge points to the public network and agreed discharge rates must comply with inset/NAV agreements terms. More generic advice is also supplied in relation to responsibilities for determining asset location and easements around infrastructure in relation to tree planting and SUDs features.

EDC Officer Comment: This advice has been shared with the applicant.

National Trail Officer (England Coast Path) – The application affects the Grain to Woolwich section of the King Charles III England Coast Path (KCIIIECP). In previous discussions with the applicant, it was agreed that the KCIIIECP would realign through the new riverside park. The proposed diversion shown in the revised submission is supported. (Various advisory comments for the applicant's attention are also supplied.)

EDC Officer Comment: This advice has been shared with the applicant.

Health and Safety Executive (Gateway One) – HSE is content with the fire safety design as set out in the project description and following the proposed amendments, to the extent it affects land use planning considerations.

EDC Officer Comment: This advice has been shared with the applicant.

Natural England – advise they have no comments to make.

KCC Minerals and Waste – advise they have no comments or objections.

Port of London Authority - objects to the proposal for the following reasons:

- The acoustic report states that BS4142 approach to assess the impact of industrial activities on new residential developments is not appropriate. This is incorrect
- Noise impacts, particularly to balconies facing safeguarded wharves is of concern in the light of the Agents of change principle
- Further noise mitigation of balconies is required
- Without further mitigation the proposal is contrary to Policy DM8 of the Kent Minerals and Waste Local Plan (safeguarded wharves)
- Where alternative ventilation to prevent overheating is to be installed, in those units which may experience noise disturbance from industrial activities, opening windows will still be possible and future occupiers must be made fully aware of the noise environment and mitigation measures
- Appropriate riparian life-saving equipment should be installed along the river edge as part of the public realm proposals

EDC Officer Comment: This is considered in detail in the noise section of the report. Subject to appropriate mitigation measures the proposed development should not impact on the existing industrial uses in the vicinity of the application site.

KCC Highways – In respect to the Framework Site Wide Car Parking Management Plan KCC comment:

- it is essential that residents are informed of the parking management strategy at time of purchase
- it is essential that regular parking enforcement on the site is undertaken (in perpetuity) to ensure that the strategy is adhered to and issues resolved quickly
- the parking strategy and management must not result in negative impact on the adopted highway
- the proportion of visitor spaces does not accord with EDC standards and there is already a low provision on the site
- what happens if the Management Company ceases to trade and there is no company to distribute the permits? Who would control the bollards?
- the three car club spaces on the site must include the vehicles as well as the spaces
- the applicant must pay for a TRO consultation for parking controls to be implemented in the surrounding streets (likely to include Wallis Park, College Road, Washmill Gardens, Warwick Place, Warden Court, Kingston Court, Fisherman's Hill, Ford Road, Hive Lane, Factory Road) as well as the cost of implementing the TROs should they be deemed to be required by KCC following the consultation.

In relation to layout of Fastrack (for adoption) a few minor details need updating at detailed design stage (for adoption) to accord with the details in the approved Fastrack reserved matters application EDC/23/0100).

In relation to the private highway areas there are a number of aspects that do not meet requirements:

- The refuse vehicle tracking appears to overlap a pre-cast concrete wall of unknown height
- Pedestrian visibility splays are insufficient and the podium car park vehicle gates are shown opening outwards blocking the footway
- Cyclist visibility splays do not meet with standards in all places
- The visibility splays for the podium parking are insufficient and vision is blocked by parked cars

EDC Officer Comment: This is considered in detail in the highways section of the report.

Kent Fire and Rescue – supply observation comments related to building regulations requirements for emergency access and facilities provision.

EDC Officer Comment: This advice has been shared with the applicant.

Active Travel England – No objection.

UK Power Networks – advise in relation to party wall act responsibilities in relation to any existing substations and generic advise in relation to development in the proximity of their existing infrastructure.

EDC Officer Comment: This advice has been shared with the applicant.

Marine Management Organisation (MMO) – advise that Under the Marine and Coastal Access Act 2009 ch.4, 58, public authorities must make decisions in

accordance with marine policy documents and if it takes a decision that is against these policies it must state its reasons. Marine plans are a statutory consideration for public authorities with decision making functions.

EDC Officer Comment: This is considered in detail in the appraisal section of the report.

Gravesham Borough Council Housing Strategy Officer advises:

- 82 affordable housing units of 273 units are provided in this phase which equates to 30% and is correct
- In accordance with the S106 the tenure of the affordable housing meets to the 60/40 split in favour of shared ownership
- In terms of the size of the rented homes more houses in place of flats would be desirable
- It would be desirable that some of the 18 x 2 bed-4 person homes be provided as 2 bed-3 person homes
- A cap is suggested in relation to the shared-ownership homes that only 12 x 1 bed-2 person be provided with the remainder as 2 bed-3 persons due to the RP market for shared ownership
- The 4 x 1 bed-2 person wheelchair accessible homes should be for rent rather than shared-ownership as there is more demand of this type of accommodation for rent
- A discussion with the applicant and their RP provider around the above matters would be welcomed

EDC Officer Comment: Comments forwarded to the applicant for consideration. It is noted that there is no objection to the housing mix or affordable housing provision.

Gravesham Borough Council Environmental Health Officer (noise): If external amenity space in the form of private balconies is to be provided as part of the scheme, then noise levels on these must not be excessively loud. The importance of suitable external spaces is well documented in terms of the impact on health.

EDC Officer Comment: This is considered in detail in the appraisal section of the report.

Environment Agency – No objection subject to planning conditions to overcome their previous holding objection. Conditions related to: operational access kept clear; agreement of flood barrier operational access during construction; demountable street furniture; no services to the rear of the flood barrier; finished floor level of minimum 8.0AOD; new retaining wall; surcharge loadings on flood defences; validation/completion drawings provided to record relationship to flood defence; Ecological and Lighting Management Plan; undeveloped 16m buffer for the watercourse.

EDC Officer Comment: Landscape and Ecological Management Plan (LEMP) and external lighting, other than street lighting, are secured by conditions in the outline planning permission and suggested condition 7 relates to street lighting, based on the latest site layout. The EA have agreed to amendments to their suggested conditions as set out above.

LPA Air Quality consultant – The conclusions of the submitted Technical Note that updates the 2009 ES, prepared as part of the original outline application, is agreed. Regarding operational impacts the TN considers the original ES assessment remains

valid and operational impacts were not considered significant. Overall, with the CEMP in place it is unlikely that there will be residual dust impacts during the construction phase.

EDC Officer Comment: A CEMP was approved under reference EDC/21/0078 for the residential parts of the site.

Kent Police Designing Out Crime Officer (DOCO) - recommends the provision of informal association areas, that are subject to natural surveillance and well-lit, for members of the community, particularly young people; perimeter/boundary treatment must be a minimum of 1.8m; SBD guidance highlighted in respect to pavements and shared vehicle/pedestrian routes; security should be provided for motorbike/electric bikes; the use of parking courts should be avoided where possible due to increased opportunities for crime, when unavoidable the parking courts should be subject to natural surveillance; signage should mark visitor parking spaces for clarity; planting/trees should not reduce opportunities for surveillance; lighting plans should be reviewed by an ILP lighting professional; advise re door/window/cycle store security; the use of trade buttons to prevent access for non-residents; defensive treatment for ground floor windows; best practise for the design of communal entrances, including the use of CCTV.

EDC Officer Comment: This advice has been shared with the applicant

KCC Heritage - The archaeological works plan accurately records the archaeological remains of the former dock within Phase 3A which will be preserved in situ. No further archaeological fieldwork is required. The installation of public art and heritage interpretation (condition 15) remains outstanding but should be as part of a site wide design informed by the results of the heritage investigations.

EDC Officer Comment: This would be secured by condition.

KCC Lead Local Flood Authority (LLFA) – No objections to the proposals.

KCC Ecology - KCC advise the mix of native and non-native plants within the indicative planting plan will benefit biodiversity, although increased number of native species would be preferable. The submitted lighting plan demonstrates that the light levels do drop to less than 1lux relatively quickly and will not result in light spill on the adjacent Thames River. They recommend adopting the KCC highways dimming regime (regardless of whether it is adopted or not) to further reduce light spill which will benefit both nocturnal animals and residents. The enhancements within the submitted Ecological Mitigation and Enhancement Plan must be fulfilled.

EDC Officer Comment: This would be secured by condition.

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

Kent Wildlife Trust
National Grid Plant Protection
Royal Society for Protection of Birds

5.0 PLANNING POLICY

National Policy and Guidance

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

Development Plan

- 5.2 The development plan comprises the adopted Gravesham Local Plan Core Strategy September 2014, saved policies from the adopted Gravesham Local Plan First Review 1994 and the Kent Minerals and Waste Local Plan 2020.
- 5.3 Saved policies contained in the Gravesham Local Plan First Review should still be accorded significant weight, albeit that the weight accorded should be greater where policies are consistent with the National Planning Policy Framework.
- 5.4 The Borough Council has adopted a number of Supplementary Planning Guidance documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications.
- 5.5 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
CS07 -	Economy, Employment and Skills
CS10 -	Physical and Social Infrastructure
CS11 -	Transport
CS12 -	Green Infrastructure
CS13 -	Green Space, Sport and Recreation
CS14 -	Housing Type and Size
CS15 -	Housing Density
CS16 -	Affordable Housing
CS18 -	Climate Change
CS19 -	Development and Design Principles
CS20 -	Heritage and the Built Environment

Gravesham Borough Local Plan First Review 1994 - Saved Policies

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

Supplementary Planning Guidance

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

Kent Minerals and Waste Local Plan (September 2020)

Other Guidance

Ebbsfleet Implementation Framework 2017
Design for Ebbsfleet Guide
Ebbsfleet Public Realm Strategy
Ebbsfleet Sustainable Travel Strategy
Design for Gravesham 2024
South East Inshore Marine Plan 2021

6.0 PLANNING APPRAISAL

6.1 Principle of Development

- 6.1.1 The application site lies within the urban area of Northfleet on the bank of the River Thames. The site lies also within sub area 1.4 of the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area, which is a key site identified in the Gravesham Local Plan Core Strategy (LPCS Policy CS03) for residential extension between the existing established community of Northfleet and the River Thames. LPCS Policy CS10 relates, in part, to social infrastructure and that support will be given to proposals that lead to the provision of additional infrastructure that improves community well-being and that such infrastructure will be put in place in a timely manner to support new development.
- 6.1.2 As well as demonstrating compliance with adopted Gravesham LPCS policies, it is also necessary for reserved matters submissions to comply with the comprehensive set of design parameters and high-quality design framework set by the site-specific detailed residential masterplan, approved in part under reference EDC/20/0080. In addition to incorporating commitments of approved outline site-wide strategies, the masterplan embedded principles contained within EDC design guidance including Design for Ebbsfleet, Ebbsfleet Sustainable Travel Strategy and Ebbsfleet Public Realm Strategy and aligned with the Ebbsfleet Implementation Framework.
- 6.1.3 The proposals comprise part of the third residential phase of the Northfleet Embankment West mixed-use development, with the principle of residential use of the application site established through the outline planning permission and approved residential masterplan. LPCS Policy CS02 prioritises residential-led development taking place in the urban area, and the location is sustainable being close to existing bus stops, local shops and primary school. The new east-west Fastrack corridor is proposed to run through the site, further supporting the location as being sustainable for residential development.
- 6.1.4 The outline planning permission included a community facility to serve the new residential development that was shown in the parameter plans to be located at The Hive (east of Hive Lane). A non-material amendment application (EDC/20/0077) was approved allowing the relocation of the community building to Phase 3A. The relocation was allowed primarily as it would reinforce and support activity and vibrancy of the new riverside park, as well as offer a small increase in floorspace. A further non-material amendment was granted (EDC/23/0034) which, in part, increased the minimum floorspace of the community facility from a minimum of 200msq to a minimum of 250sqm.

- 6.1.5 The current proposal includes the provision of approximately 350sqm of community floorspace, including ancillary floor area such as bins stores, split between two buildings, Blocks H and G. Each of the separate spaces would have a kitchenette and w.c. facilities with other ancillary space provided in Block H. This is considered to meet with the principle of the requirements for the community facilities. The approved Phasing and Implementation Plan details that the community facility would be made available for handover prior to 50% occupation of the residential building within which it is located.
- 6.1.6 The outline planning permission also included areas of formal public open space with the Riverside Promenade within this current phase set out in the approved parameter plans. With respect to the delivery of the open space within Harbour Village, the Phasing and Implementation Plan sets out that the Riverside Promenade open space, must be delivered prior to occupation of the 100th residential unit within Phase 3A
- 6.1.7 Having established the principle of development as being acceptable, it is considered that the main issues to consider are as follows:
- Matters of Layout, Scale and Appearance
 - Matter of Landscaping
 - Matter of Access
 - Highway Impact and Parking
 - Community Facility
 - Affordable Housing
 - Residential and Neighbouring Amenity
 - Heritage
 - Public Art
 - Sustainability
 - Flood Risk
 - Biodiversity and Ecology
 - Other considerations
 - Planning Obligations

6.2 Reserved Matters - Layout, Scale and Appearance

- 6.2.1 Gravesham LPCS Policy CS19 requires that the design, layout, and form of new development should be derived from a robust analysis of local context and character and make a positive contribution to the street scene, the quality of the public realm and the character of the area. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the designs of new neighbourhoods follow good urban design principles to deliver attractive, safe, and efficient layouts that contribute positively toward an appropriate character for the Garden City.
- 6.2.2 Gravesham LPCS Policy CS15 requires all new housing to be developed at a density consistent with achieving good design that does not compromise the distinctive character of the area it is situated. As a development within the urban area a minimum density of 40 dwellings per hectare (dph) is expected to be achieved. The Phase 3A parcel has an area of about 2.1hectares (ha) and the proposed density in this phase equates to approximately 130dph, in accordance with this policy.
- 6.2.3 NPPF paragraphs 131 and 135 require developments to be visually attractive as a result of good architecture, layout, and appropriate and effective landscaping, sympathetic to local character and history. New development should establish or

maintain a strong sense of place, and create attractive, welcoming, and distinctive places to live, work and visit.

- 6.2.4 The approved masterplan established a strong movement structure based on a gridded street network that connects the existing settlement of Northfleet, to the south of the site, with the River Thames to the north. The site layout and street typologies are identified within the masterplan and the Phase 3A proposals substantially accord with them and the scheme uses perimeter blocks to create a very strong level of enclosure to all streets and public spaces across the site.
- 6.2.5 The detailed residential masterplan identifies seven character areas for the residential land. Phase 3A has adopted a design narrative informed by analysis of historic building types and specific buildings found along the Gravesham riverside, and within Gravesham town centre. The Fastrack road splits the site in two, creating two separate character areas; an 'industrial riverside' character area to the north that is inspired by riverside warehousing, and a more 'Georgian town' character area to the south that is informed by Georgian and Victorian residential building typologies found in Gravesend. The building heights proposed in this phase are in accordance with the parameters set out in the outline planning permission and residential masterplan.
- 6.2.6 Blocks A-C to the south of Fastrack are described as referencing a contemporary Georgian design narrative. These four storey buildings meet the approved increased number of storeys following a non-material amendment to the building heights parameter plan. They are expressed with a white plinth and contrasting redbrick to upper levels. The introduction of arched windows and feature brickwork window surrounds, as well as feature stone banding, establishes a clear character to these blocks, and while there is similar materiality as blocks to the north, they are sufficiently differentiated to have their own character. The balconies have been expressed in a light neutral colour that does resonate with the design narrative, and is unusual, although the design of the structure and balustrading does generally comply with design guidance it fails to develop this any further than the most basic of detailing. Providing differentiated balustrading design between apartment blocks would be preferable, other than in colour.
- 6.2.7 Blocks D-G sit in the 'industrial riverside' zone and at 5 storeys high they accord with building heights within the masterplan. These blocks have been robustly massed as linear forms directly perpendicular to the river frontage, topped with gabled roofs that do manage to invoke historic riverside warehousing. Windows are laid out on a strict grid, with feature bays expressed through the addition of balconies and arched windows on the top storey, providing additional visual interest. The ground floor elevations are more richly articulated, with alternate pulled brick courses creating a good level of texture and visual interest to the facades. The architectural composition seen in the end elevations (facing onto Fastrack and the riverside) introduce an additional layer of articulation through four vertical bays inset into the brickwork, within which sit the windows. The end elevations also include feature chimney like formal elements. A range of detailing is utilised around ground floor openings to differentiate individual blocks within the street and provide a good level of visual interest. While many of the design details in themselves are relatively common in contemporary schemes, the specific combination employed in this scheme recognisably speaks to the intended design narrative.
- 6.2.8 The height and form of Block H demarks it as a landmark building, in accordance with the masterplan and Building Heights Parameter Plan, with a recognisably differentiated massing and materiality to other blocks in the scheme. At nine storeys in height it is taller than the other buildings and has a triangular footprint that contrasts with the

linearity of the other apartment blocks. Large distinctive signage has also been incorporated into two of the facades to reference a common trope of industrial riverside warehousing. While the approach to the articulation of the facades and the detailing is generally similar to other blocks in the scheme, the triangular form and height ensure it is distinctive enough to form a landmark building not only within the site, but more generally within the area.

- 6.2.9 Active uses have been incorporated around the perimeters of the blocks within the northern, riverside part of the development, including generous communal entrance lobbies, community facilities, resident's facilities and a small number of apartments. Overall, this strategy has prioritised the activation of key corners and has successfully managed to activate large sections of the surrounding streets and public spaces. However, it is disappointing that the scheme has not managed to activate the south-eastern corner of block D adequately. This has been mitigated to some extent through additional articulation of the façade design to provide more visual interest, and given the passive surveillance from the southern blocks, this is deemed acceptable. Blocks A, B and C (southern side of Fastrack) and Block H (landmark building) propose biodiverse/brown roofs (0.168 ha to accord with masterplan requirement) whilst blocks D, E, F and G would have pitched, tiled roofs. The revised Energy and Sustainability Statement has now confirmed PV panels will be located on the roofs of all blocks, with final details to be agreed by use of planning condition. In accordance with the S106 and the masterplan the formal open space of the riverside park/promenade is located to the north of Blocks D to G.
- 6.2.10 Overall, subject to appropriately worded planning conditions, the layout, scale and appearance of the proposed development is considered acceptable.

6.3 Reserved Matter -Landscaping

- 6.3.1 Gravesham LPCS Policy CS19 requires new development to include details of appropriate hard and soft landscaping to ensure that the public realm and open spaces are well planned, appropriately detailed and maintained so that they endure. This is supported by policy CS12 which seeks a multifunctional linked network of green spaces, footpaths, cycle routes and wildlife stepping stones and corridors. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscaping to promote healthy landscapes and encourage active lifestyles.
- 6.3.2 The applicant seeks to discharge conditions 9 and 15 of the outline planning permission in relation to this phase. Condition 9 in part requires 'a schedule of the public open spaces...including details of location, layout and typology.' Condition 15 requires, in part, a range of information to be provided including design and maintenance of the public realm and other areas with a public amenity function. Other aspects of these conditions are discussed also within this report.
- 6.3.3 The outline masterplan establishes a riverside linear park that extends the harbour to west to form a riverside park along the north and western boundary of the site. These softer parkland spaces are complimented by a landscape of courtyards and streets referencing the wharf side heritage of the area, with a generous network of street trees and planting area incorporated into these harder spaces and streets to provide a network of green infrastructure across the site. The current proposal has developed these principles.
- 6.3.4 The proposed riverside park provides good levels of soft planting, informal play and seating while balancing the needs for access for maintenance and servicing of the river wall flood defence. Ramps and stairs are carefully incorporated into a strong angular

geometry, which mitigates between the geometries of the buildings and the riverside wall. This geometry also helps to make sense of the complexities of the changes in level, which have raised the finished floor levels of buildings to 8.0m AOD to provide the flood defence to the site and creates a legible spatial framework for the amenities and facilities within the parkland.

- 6.3.5 The linear park wraps around the corner of landmark building, Block H, to form the eastern flank of Northfleet Harbour, and to ramp down to street level. The changes in level between the current harbour wall and flood defence level has necessitated the introduction of significant retaining walls on this eastern side of the harbour, but these lack any articulation or greening to soften their visual impact. This is a missed opportunity to incorporate green infrastructure into the wall to add sensory interest to the space.
- 6.3.6 Additionally, the proposal has included further green infrastructure through the provision of podium gardens between blocks D and E, and F and G, brown roofs to blocks A, B and C and wildflower planting along the retaining wall adjacent to Bevan's Jetty. The scheme generally employs good levels of tree planting and low level planting aligned with the street hierarchy and the public realm strategy, with the larger trees situated along Hive Lane and smaller trees, planting and podium gardens situated on other routes. The podium gardens provide generous gardens to adjacent first floor apartments and communal space for residents and are a successful addition. Good levels of planting and trees, informal play and seating help to provide a programme for the space and encourage its use.
- 6.3.7 The only areas of concern are the car parks to the east of block D, and within the car parks of Blocks A, B, and C, which have failed to provide one tree per 4 parking spaces as required by the design guidance. Whilst the indicative surface water drainage scheme directs its outfall to the SUDs park at Robins Creek some surface level SUDS features could be included and some further green infrastructure introduced into the retaining wall along the Robin's Creek harbourside to provide relief to the hard surfacing. These comments have been provided to the applicant for further consideration and the use of planning conditions are required to achieve additional areas of soft landscaping within the central and western car parks, to enhance the quality and appearance of these areas of public realm year round; details of tree planting in relation to underground services and lighting, and details of the tree planting particulars. The Environment Agency biodiversity officer has also highlighted the proposed use of a non-native invasive species that he considers is not appropriate for this riverside location. Final planting details would need to be the subject of a planning condition and can account for this.
- 6.3.8 Overall, subject to appropriately worded planning conditions, the landscaping of the proposed development is considered acceptable.

6.4 Access (Reserved Matter), Highway Impact and Parking

- 6.4.1 Gravesham Core Strategy Policy CS11 seeks new developments to mitigate their impact on the highway and public transport networks. Local Plan saved policy T1 supports this through requiring the impact on the transport system be considered and that all proposed developments are adequately served by the highway network. Policy T5 requires the formation of new accesses, or the intensification of existing accesses to only be permitted where no danger would arise and where a properly formed access can be created in a location and standard acceptable to the Local Planning and Highway Authorities.

- 6.4.2 Paragraph 115 of NPPF 2023 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 114 advocates that appropriate opportunities to promote sustainable transport modes should be taken up, and that safe and suitable access to the site can be achieved for all users, and that significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree.
- 6.4.3 As a point of note, matters of road adoption and parking management within the Harbour Village development have evolved since the grant of outline planning permission, the agreement of the masterplan and early RM phases. At the time of determination of Phases 1B Reserved Matters the applicant's proposal was based on the roads within the site being adopted as public highway and the use of permit parking spaces within the streets, to be managed by Gravesham Borough Council. At the time that Phase 2 was presented to planning committee the applicant had advised that all roads within the Harbour Village development were to be retained in private ownership, other than the section of Fastrack that falls within the Phase 3A site boundary. They propose that a management company will be set up by Bellway to manage ongoing street maintenance (including verges and lighting) through a service charge to residents.
- 6.4.4 The applicant has explained this decision is due in part due to the low-numbers of on-street parking spaces created in earlier phases and the Residential Travel Plan and more recently Building Regulations requirements that every house in the development must have at least one Electric Vehicle (EV) charging point, but the Local Highway Authority does not permit Electric Vehicle charging units to be located within an adopted highway verge. Early phases of the Harbour Village development has approved houses relying only on on-street parking and as such it is necessary for EV charging units to be located on-street to service these parking bays, which the applicant now also proposes will have to be allocated, rather than unallocated spaces as they were when Phases 1B and 2 were considered. Therefore, the decision was made to retain the roads within private ownership to facilitate the provision of on-street EV charging facilities.
- 6.4.5 Furthermore, it is now intended that a single site wide parking management strategy will be employed for the whole of Harbour Village, as an outcome of the decision to retain the roads within the site in private ownership and the allocation of all parking spaces within earlier phases, and within parking zones within Phase 3A.

Reserved Matter -Access

- 6.4.6 The primary motorised vehicle access route through the site is a continuation of the north-south Hive Lane road extension which runs through Phases 1B and 2. This road extends into Phase 3A with the road layout is generally in accordance with the residential masterplan, to ensure a cohesive and legible scheme. Hive Lane is classified as a Level 2 residential distributor street which is 6 metres in width, in line with KCC standards for a local distributor road. Other roads around the phase accord with the masterplan.
- 6.4.7 The submitted Vehicle Strategy shows the road to be used by Fastrack buses running east-west through the phase, with the primary crossing point raised table falling within the red line of the application site for Phase 3A. The road would be for the use of Fastrack buses and private vehicles with access points to allow traffic to cross to the northern part of the Phase 3A development. A second access off the road is also

proposed to serve the phase and has been agreed with the Local Highway Authority, consisting of a crossover access to and from the surface car park between Blocks H and G at the western side of the site.

- 6.4.8 Within the northern part of the site the main crossing over the Fastrack route provides vehicle access to the majority of the visitor parking spaces and the loading bay. From this route also there is access for authorised residents to the restricted podium parking areas, under Blocks D/E to the east and F/G to the west, and through the podium parking areas to the surface level car parks beyond on each side. In addition, there is alternate direct access off Fastrack to the surface level parking area between block G and H, as that car park would also provide spaces to serve the community facilities who are not able to route through the secure podium parking areas. For refuse vehicles and emergency vehicles the route around the site would be across Fastrack from Hive Lane and then utilising of the bollarded (locked), pedestrian/cycle shared-surface route that splits to the east and the west on the northern side of Blocks D/E (running east) and Block F/G (running west), as these large vehicles can't access around the site through the podium parking areas.
- 6.4.9 It has been raised by the Local Highway Authority that not all of the vehicle pedestrian and cycle vision splays conform with the Kent Design Guide. The vehicular vision splays for the podium parking areas are shorter than required for a 20 mph road speed and they are also interrupted by parked cars and an occasional tree. The applicant has advised that the vehicle speeds at this part of the development will be very low due to vehicles having to negotiate tight corners along short access roads.



Extract from submitted tracking drawing showing ingress/egress from podium parking access points entrances from of central access road

- 6.4.10 It is noted that Manual for Streets does highlight that *'parking within visibility splays in built-up areas is common, yet it does not appear to create significant problems in practise. Ideally, defined parking bays should be provided outside the visibility splay. However...where speeds are low some encroachment may be acceptable.'* (point 7.8.5) In this case the vehicle vision splays are considered to be acceptable notwithstanding the issues identified by the KCC officer.

- 6.4.11 In relation to the pedestrian visibility splays whilst many meet the 2m x 2m requirement in Manual for Streets some, such as the podium parking entrance/exits, are undersized and additionally are shown utilising outward opening gates blocking footways – as in the below extract of the same podium entrance/exit as the extract above. This shows only a 1m x 1m visibility splay and would rely on exiting cars driving centrally out of the opening. The applicant has confirmed that security gates are incorrectly drawn and should be shown as sliding gates.



Extract from pedestrian visibility splay drawing showing 1m x 1m vision splays at podium access point off central access road.

- 6.4.12 Therefore, notwithstanding the submitted details the pedestrian vision splays and gates will need to be revised and improved and can be controlled by planning condition. This review needs also to include the inter-visibility for cycles, which in places does not currently meeting the adopted guidance. Overall, subject to appropriately worded planning conditions, the access of the proposed development is considered acceptable.

Highway Impact

- 6.4.13 The highway impact of the mixed-use development as a whole has been accepted under the outline planning permission, including the provision of a series of financial commitments within the s.106 Agreement including a study to assess the operation of the Northfleet High Street/ Hive Lane Junction and highway improvement scheme (if necessary based on criteria set out in the s.106 Agreement); a financial contribution towards the cost of a Traffic Regulation Order (TRO) at Northfleet High Street/ Hive Lane; a financial contribution towards the provision of Fastrack bus services; and delivery of the Fastrack route and bus stops.
- 6.4.14 The application site lies within a 'highly accessible' area, as identified by EDC's Sustainable Transport Strategy (STS), due to its location near to existing bus routes along Northfleet High Street and Northfleet Railway Station, as well as local shops and a primary school. The future east-west Fastrack route would run through the Phase 3A area with Blocks A, B and C to the south of the Fastrack and blocks D, E, F, G and H to the north of the Fastrack. Within the agreed Phasing and Implementation Plan the timescale for provision of the 'Bus Road West', running through Phase 3A, would be prior to the occupation of the 100th residential unit within Phase 3A. Bus Road East is required to be delivered prior to the occupation of the 500th unit within the Harbour Village site as a whole. The whole site also incorporates the diverted route of King

Charles III England Coast Path alongside other pedestrian and cycle routes, cycle storage, and car club spaces. The Phasing and Implementation plan includes items for the diversion/extension of Public Rights of Way NU3, NU6, NU42 and NU7A. The England Coast Path and PROW NU6 will be diverted to run along the Riverside promenade within Phase 3A and will link to PROW NU3 at the east boundary of the site.

6.4.15 The outline planning permission required the agreement of a Residential Travel Plan (RTP) as well as providing a range of sustainable transport initiatives. The RTP (condition 33 of EDC/16/0004) for Harbour Village was approved under reference EDC/22/0096 and included:

- the provision of one 7kW electric vehicle charging point per house and 10% active and 90% passive (including ducting installed) for each parking court;
- unallocated on-street parking subject to a parking permit and managed by Gravesham Borough Council;
- secure cycle storage for all units at a rate of 1 per bedroom;
- visitor cycle stands at Chimney View Park;
- appointment of a Travel Plan Co-ordinator;
- provision of a car club on site with a minimum of 3 spaces provided;
- one year's free membership per household to the on-site car club (on demand).

6.4.16 Notwithstanding the 'highly accessible' location of the site the masterplan parking principles take account of the context of the local area, as the committee report for EDC/20/0080 states in paragraph 7.73:

"However it is necessary to consider site-specific issues and in this case, as the site lies directly adjacent to an existing residential area, the developer has raised concerns that reduced parking in the development would result in parking overspill to the surrounding streets. This concern has been raised by the local ward councillors. The developer does though accept that a bespoke parking standard is appropriate for this site to balance parking requirements and market demand whilst also promoting sustainable travel options."

As a result, a bespoke residential parking ratio was agreed within the residential masterplan that exceeded the EDC Sustainable Travel Strategy guidance levels. That parking ratio is:

- 1 bedroom apartment – 1 space
- 2 bedroom house/apartment – 1 space
- 3 bedroom house – 1.5 spaces
- 4 bedroom house – 2 spaces
- visitor parking in addition to residential parking numbers
- one active electric vehicle (EV) charging point per house with a garage or driveway
- 10% active and 90% passive provision for shared parking courts
- cycle stores.

6.4.17 For this site the impact of the parking levels, and their accordance or otherwise with the agreed masterplan principle, will directly impact the operation of the highway. As the committee extract states above, there has been ongoing concern that inadequate residential parking levels within the Harbour Village site could result in parking overspill into the surrounding streets, which are already heavily parked, to the detriment of existing residents in those areas. Inadequate parking provision and management would also encourage unsafe and sporadic parking behaviour within both the

surrounding publicly maintained streets and the retained private streets on the site, such as parking on roundabouts or blocking vision splays.

- 6.4.18 In the surrounding area, the neighbouring residential streets are mostly adopted as public highway and they do not currently operate with any permit parking management but there are some restrictive road markings (e.g. double yellow lines). As such residents of Harbour Village, particularly of 'car free' units, as well as their visitors could opt to park a car in the surrounding streets.
- 6.4.19 It is also relevant when considering parking matters that Fastrack buses would only start running through the site in the very late stage/complete occupation of the Harbour Village development. The lack of the Fastrack bus service when first moving into the site might also increase the likelihood of car ownership for those without an on-site permit parking, such as residents of 'car free' units or with more than one car or a work van and increase the likelihood of overspill parking into unrestricted surrounding streets.
- 6.4.20 As such, in addition to being related to the matter of 'neighbouring amenities', the proposed parking levels/arrangements form part of the consideration of the 'highway impact' and are discussed in more detail below.

Parking

- 6.4.21 In addition to the bespoke parking ratio the masterplan also includes various other principles related to parking:
- indicative service bays located Fastrack, which have been removed within the current proposal for Fastrack (EDC/23/0101)
 - residential parking spaces along the riverfront (max. 16) to the north of Blocks D, E, F, G, which have been removed within the current proposal;
 - podium parking between blocks G and H, which has been replaced with surface level parking/landscaping within the current proposal.
- 6.4.22 None of these above parking principles have been taken forward in the Phase 3A RM application or the 'Fastrack' reserved matters application EDC/23/0100 following pre-application design and highway discussions and all of the above actions are accepted and would provide a betterment of the quality of the open space and flow of Fastrack.
- 6.4.23 During pre-application discussions some reduction of parking numbers below the agreed ratio in the masterplan were discussed in tandem with an un-allocated parking regime (other than on-plot for houses) and an enhanced package of sustainable travel measures. No layouts or final parking numbers were available at that time. The parking strategy seen within the current Phase 3A submission has evolved further since the pre-application discussions and have been further refined/explained during the progress of the Phase 3A RM application.
- 6.4.24 As a consequence of this evolution of the parking principles a 'Framework Site Wide Car Parking Management Strategy' (FSWPMP) has been submitted, at the request of EDC, in support of the Phase 3A Reserved Matter application. It is also intended by the applicant that the FSWPMP inform the 'parking management plan' conditions for the Phase 1B and 2 phases of residential development, which were granted Reserved Matters decision in the scenario of roads within the site being adopted.
- 6.4.25 As explained previously, at outline stage and in earlier RM phases the roads within the scheme were to be offered for adoption to KCC as the local highway authority and an

on-street, permit parking regime would have been managed by the Gravesham Borough Council parking enforcement team. However, the applicant now advises that all roads within Harbour Village are to be retained as private and not offered for adoption. All on-street, parking-court, podium and surface-level carpark parking will be managed by a private management company.

- 6.4.26 The 'Framework Site Wide Parking Management Plan' outlines that within the Phase 3A site there would be 204 car parking spaces and 1 loading bay provided, for the use of the proposed 273 dwellinghouses and the community facility. Of the 204 car parking spaces 183 are to be provided for residents, 17 are to be allocated for visitors (1 of which could provide an additional car club space in the future if required), 1 is to be installed for use by a car club and 3 are for the community centre, to accord with STS guidance for community spaces and based on the minimum floor space size required for the facility required within the s.106. The proposal equates to a parking ratio of 0.74 spaces per unit, including visitor and car club parking and excluding community facility and loading bay parking. Cycle parking is provided with 1 space per bedroom and 6 visitor spaces, is shown in accordance with policy.
- 6.4.27 The FSWPMP advises that for the residential parking a permit system will operate across Phase 3A, with permit access to park in one of four parking zones. Indicative zones have been appended to the FSWPMP. The number of permits issued will be equal to the number of parking spaces provided. The applicant advises that no unit will be allowed more than one parking permit and the first purchasers of the 2 and 3 bedroom units will be offered permits at time of purchase. Only after all of the 2 and 3 bedroom unit purchasers have either accepted or declined to purchase a parking permit will any remaining permits be offered to purchasers of the 1 bedroom units. At a change of ownership it would also be possible for the new owners of apartments to give up a parking permit should they not want it, and in this scenario that permit can then be re-offered to others who do not have a permit. Therefore, within Phase 3A there will be 86 apartments that are without a parking permit at all times, although which apartments those are may change slightly over the years. Effectively the RM proposal includes 86 'car free' residential units.
- 6.4.28 Furthermore, in addition to Phase 3A the applicant has also submitted the Reserved Matters application for Phase 3B (EDC/23/0078), although this is being held in abeyance by mutual agreement at this time. Currently in the Phase 3B application for 40 units (houses and apartments) a further 10 'car free' units would be created and no further visitor parking spaces would be provided.
- 6.4.29 Notwithstanding that the proposal does not accord with some of the parking principles within the masterplan, there is the flexibility to consider if an acceptable parking situation can be achieved in accordance with sustainability principles without compromising the ambitions of the masterplan. Sustainability principles do not want to see an overprovision of parking and at the consideration of the masterplan there were discussions related to a scenario where, if the take up of parking permits falls over time, it may be possible to revert some of the parking spaces to create additional public realm. This discussion was ongoing alongside the setting of a parking ratio higher than the EDC STS guidance, but the ambition remains. In a highly sustainable location it is especially desirable for residents to opt to use alternative forms of transport and not rely on individually owned cars for travel, particularly for this site as Fastrack will run through the site.
- 6.4.30 Furthermore, the masterplan principles pre-date the pandemic, which saw a change in working practises and lifestyles. Post pandemic many people work a significant amount of their working hours from home and there is now a significant reliance on

home delivery for goods and food, for example. In part to address these lifestyle changes, as well as being part of a package of measures alongside the lower parking ratio, the applicant has included a number of additional facilities/measures in support of sustainable principles and in addition to the approved Residential Travel Plan.

- A concierge on site to centrally receive home delivery packages for residents
- Provision of a business lounge (with w.c.) for residents of the riverside apartments so residents working from home have the option to work remotely from that space (funded by service charges to the market apartments)
- Provide a further visitor space to the original number proposed so that a 4th car club space can be provided in the future if desirable and viable
- Provision of an on-site resident's gym for riverside apartment residents in the first instance (funded by service charges to the market apartments)
- £100 cycle voucher for each unit
- two separate, serviced, community spaces which may allow for greater flexibility of use. These will be managed by the on-site management company.

6.4.31 Furthermore, with respect to the potential for overspill parking from Harbour Village into the surrounding streets, there was significant concern raised at the consideration of the masterplan by EDC planning committee and also by Gravesham Borough Council and KCC Highways officers in consideration of this RM application. Gravesham Borough Council have therefore put forward an obligation request for:

- £3000 toward Gravesham Borough Council design, consultation and advertising exercise for modifying the existing Traffic Regulation Order (TRO) in neighbouring public highway, to be paid prior to first occupation
- £10,000 towards Gravesham Borough Council modifying / introducing a Permit Parking Area (PPA), including costs associated with lining and signage, to be paid following TRO public consultation and decision to proceed with the modified/new PPA
- £51,000 towards Gravesham Borough Council's operational enforcement of the modified/ new PPA and towards any necessary amendments to controlled parking on streets in the vicinity of the development to address parking issues arising which Gravesham Borough Council considers are directly attributable to the development, to be paid following TRO public consultation and decision to proceed with the modified/new PPA.

6.4.32 A Unilateral Undertaking was considered to be the most efficient way to secure the requested funding for parking over spill mitigation measures. This was considered to be acceptable in principle to all parties, however GBC, who will have responsibility for the design, consultation, implementation and enforcement of any parking zones, have asked for greater flexibility in how they spend the £51,000 parking enforcement payment. They acknowledge and agree that the money cannot be used to address existing parking issues, but they are concerned that other enforcement scenarios as a result of overspill parking may occur and to which they may need to react. For example they may find overspill parking from the development spreads further if a new CPZ in the immediate streets to the site occurs, which may mean that the new CPZ or a neighbouring CPZ needs to change – maybe by changing the hours of enforcement, adding a further street, undertaking an additional enforcement officer visit each day etc. It is considered to be reasonable that reliance on expert knowledge and experience of the local authority is accepted and such flexibility of the spend be allowed, however this must be within the vicinity of the development.

- 6.4.33 The KCC Highways officers also urge that future residents be made aware at the time of purchase of the private nature of the streets and arrangements for the management and maintenance of the streets. In addition, it is considered to be critical that purchasers (particularly of the 1 bedroomed apartments) are made aware that they do not have a right to park on the site without securing a permit and a developer is funding the installation of a Controlled Parking Zone in surrounding streets to prevent residents from Harbour Village parking within the local streets. A planning condition can be used to require details to confirm how future purchasers will be made aware of parking management regimes and allocation of spaces as part of purchase of this development, including how this will be communicated through the marketing process.
- 6.34 With respect to EV parking, the proposal will meet the requirements of the masterplan, Residential Travel Plan and current Building Regulations but some of the EV chargers will be within the private highway street verges and surface level car parks. As such details are required of their exact location and the design of the supporting apparatus, together with details of the ongoing maintenance responsibilities for the charging points should they need replacement or repair, in the interests of good design and sustainable travel.

Car club

- 6.4.35 The approved Framework Travel Plan (Condition 33 of the outline permission) agreed a minimum of 3 car club spaces be provided on the site. The details of two spaces have been approved within Phase 1B and one space is proposed within Phase 3A. The applicant requests that the final location of the Phase 3A space be agreed by planning condition. They also propose that a second space could also be provided within Phase 3A in the future with an additional visitor space being provided to allow for this.
- 6.4.36 Whilst the approved documents require car club spaces they do not specifically require the timely location of the cars within the spaces and that they be operational. The applicant advises that discussion is ongoing with 'Enterprise' to dispatch a car to the site with subsequent cars to follow but the applicant has also advised that the decision by the car club operator when to locate a car on the site is dependent on aspects such as the quantum of residents and demand to make the car club viable. There are no car club cars yet in place within the two Phase 1B approved spaces.
- 6.4.37 However, for Phase 3A there are proposed to be 86 'car free' units, with a further 10 'car free' units currently shown within the live (abeyance) Phase 3B proposal. Given the high number of 'car free' units within Phase 3A, which will likely be most of the one-bedroom units across the whole Phase 3A development, it is considered critical that the required car club space within the Phase has a car club car in-situ and operational before any of the units are occupied within Phase 3A. This then also makes the agreed Residential Travel Plan action of the provision of one year's free membership per household to the on-site car club (on demand) meaningful, as well as the £100 cycle voucher for each unit. The requirement for the installation and operation of the car club car can be controlled by a further planning condition, as per the recommendation.

Visitor parking

- 6.4.38 The masterplan does not specify a number or ratio for visitor parking but states it should be in addition to the residential parking for which it does secure a ratio. In the Ebbsfleet Residential Parking Standards (ERPS) 'approach to parking' the guidance says that a minimum of '*20% of the total no. of parking spaces as unallocated within the public realm to provide visitor parking*'. In the current proposal, a total of 17 visitor

parking spaces are proposed out of a total of 200 spaces for residents and visitor combined. However, within the EDC STS Residential Parking Standard itself there is a 'range' of parking space requirement for a 'highly accessible area' that ranges from 0 – 0.8 spaces per unit and is for the combination of visitor and residential spaces together. So notwithstanding the ERPS '20% visitor parking provision within the public realm' - the STS range could, theoretically, result in zero visitor parking spaces.

6.4.39 Looking at earlier phases the Phase 1B officer report does not refer to a number or percentage of visitor parking spaces, whilst the Phase 2 committee report advises 7 spaces (of the 53 on-street parking spaces) are designated for visitors, in a phase of 130 houses. That report states that 13% of the on-street parking spaces (public realm) is visitor parking. If the same criteria for measurement is applied then the 17 spaces represent 23.6% of the 72 parking spaces within the public realm (residential on-street and surface level car parking).

6.4.40 The KCC Highway officer is concerned in respect to the low level of visitor parking, but within this highly accessible location and with the package of mitigation measures secured and private management of the internal roads the visitor parking level is accepted.

Summary

6.4.41 The NPPF in paragraph 115 of NPPF (2023) 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. Subject to the implementation of a Parking Permit Area in adjacent streets and conditions to require updated Parking Management Plans for the phase, a car club car in situ and operational at first occupation, EV charging in accordance with the masterplan, an additional package of benefits to residents and vision splay amendments the highway impact of the proposals, proposed means of access and parking arrangements are therefore considered acceptable.

6.5 Community Facility

6.5.1 Earlier amendment application reports for changes to the location and scale of the community facility explain that the purpose of the community facility provision is to provide a useful local venue for community activities such as a playgroup, pensioner clubs and children's activities and the community building would be within a five minute walk for residents of the existing and future community.

6.5.2 Following amendment under application EDC/20/0077, the community facility was relocated from The Hive to the riverside. The relocation was agreed primarily as it would reinforce and support activity and vibrancy of the new riverside park in Phase 3A, as well as offer the small increase in floorspace from 180sqm to 200sqm. A further non-material amendment was then approved (EDC/23/0034) which in part increased the minimum floorspace of the community facility from a minimum of 200msq to a minimum of 250sqm.

Under NMA EDC/23/0034 condition 14 of the outline permission was amended to read:

'Applications for approval of Reserved Matters...in respect to the phase of development comprising the community facility...applications shall be supported by evidence of how proactive engagement with the local community has informed the detailed design, function, layout and specification of the community facility, including arrangements for the future management of the facility... The community facility shall

be constructed and available for use in accordance with a timetable set out in the Phasing and Implementation Strategy to be approved pursuant to condition 7'.

- 6.5.3 The approved Phasing and Implementation (EDC/20/0079) requires that the community facility would be made 'available for handover prior to 50% occupation of the residential building within which it is located.'
- 6.5.4 The current proposal is somewhat unexpected in that during the revision of the submitted applicant the community facility has been split into two separate, serviced spaces. The larger of which would be at the ground floor of Block H facing towards Robins Creek and has the possibility of ancillary external space. The second space, would be at the ground floor of Block G, facing the river to the north, and would have its own kitchenette and w.c. facilities. The combined floor area, including the ancillary/servicing floorspace, is 350.3sqm, which is more than the minimum of 250sqm required by condition 14.
- 6.5.5 In support of this application has been submitted a 'Statement of Community Involvement' that details public consultation, including with community interest groups, with some questions related to the community space. It is noted that this consultation pre-dated the division of the community space into two sections, located within 2 different buildings. The submission does not address the whole of condition 14 currently. As such condition 14 is not considered to be fulfilled in this application.
- 6.5.6 In relation to the details required under the condition the applicant advises that they have reached out to a number of potential operators, and there has been interest from the local community and community groups, however it will be some time (years) until either of the spaces become available and as such what community groups will be interested or what funding will be available at that time is unknown. The applicant therefore intends that the two community spaces will be retained by the future Management Company at the site and each of the spaces will meet the Phasing and Implementation Plan delivery requirement within the context of the delivery of the building in which each is located. This is an acceptable interpretation of the requirement but should the space within Building G come forward first there will need to be a condition to agree ancillary needs such as temporary bin storage and parking that would in the longer term be provided within/around Building H. Also, there needs to be the agreement of the management details for the spaces to ensure that these community facilities are open for the use of existing residents within the area also and do not become spaces only for the Harbour Village residents.
- 6.5.7 As such, notwithstanding the condition 14 of the outline permission, a further condition is required to agree the various management and operational details of the community facilities by the agreement of a Community Building Management Plan prior to occupation of the earliest of the community floorspaces. The Plan will need to refer to details of any necessary temporary parking spaces (which will need to be publicly accessible) and bin storage and the PMP will also need to detail how the final parking spaces for the community facilities will be controlled in the long term.

6.6 Affordable Housing

- 6.6.1 Gravesham LPCS Policy CS16 requires the provision of 30% affordable housing on all new housing developments of 15 dwellings or more or on sites of 0.5 hectares or more in the urban area. This was assessed at outline application stage and the S106 agreement consequently was agreed with 4 options for the delivery of Affordable housing on the whole application site. The 4 options are effectively a sliding scale of

the amount of on-site affordable housing provision versus a monetary contribution for off-site delivery.

- 6.6.2 The applicant's approach confirmed through the masterplan is to provide the full provision on-site, dispersed throughout the site and tenure-blind, which is an approach welcomed by EDC and the Borough Council. The Affordable Housing provision for Phases 1B and 2 were delivered in accordance with this approach and as such this is also proposed within Phase 3A. This option requires 30% of homes within the development to be affordable with a tenure split of 60% intermediate and 40% affordable rented housing. The S106 also requires that no more than 70% of the market units within a phase will be occupied unless and until all the Affordable Housing Dwellings in that Development Phase have been completed and transferred to the Registered Provider.
- 6.6.3 The Affordable Housing Scheme submitted with this application confirms provision of 82no. affordable dwellings equating to 30% of Phase 3A. Of these 30no. would be as Affordable Rent (18 x 1-bedroomed, 12 x 2 bedroomed) and 52no. would be as Shared Ownership (26no. x 1 bed, 20no. x 2 bed, 6no.x 3 bed).
- 6.6.4 The GBC Housing officer would have liked an adjustment of the unit mix, but they accept that with stacking in the apartment scenario and without having fed in comments on mix at a very early stage of design then changes to the mix is more difficult in the later stages. They have not made a holding objection to the proposal so these details are considered to be acceptable.

6.5 Residential Amenity

- 6.5.1 Gravesham LPCS Policy CS19 requires new development to be designed in an inclusive way to be accessible to all members of the community, and to have an appropriate level and quality of private and public amenity space.
- 6.5.2 Condition 9 of the outline planning permission requires finished floor levels and finished site levels to be in generally in accordance with the indicative ground levels submitted with the outline submission, to safeguard the amenities of residents within this flood risk area. Condition 9 also requires Reserved Matters applications to mitigate the effects of surrounding industrial and traffic sources of noise, informed by noise surveys to provide a suitably quiet living condition for future occupiers of the development.

Housing Standards & Mix

- 6.5.3 The proposed dwellings all comply with the Nationally Described Space Standard (NDSS). This would ensure acceptable and adaptable internal spaces, including prescribed levels of storage and minimum ceiling heights.
- 6.5.4 Regarding housing mix the Phase 3A area is identified for high density development with mostly a mix of one and 2 bedrooms and a low number of three-bedroom apartments. Within the whole of Harbour Village, a 50/50 mix of houses and apartments is directed within the masterplan. However, since the agreement of the original outline permission EDC/16/004 the maximum number of units within the wider site has increased from the original up to 532 dwellings to up to 567 dwellings. An increase of 35 units. To date Phases 1A, 1B, 2, 3A and 3B (as currently proposed) would provide 567 dwellings. Of these there would be 238 houses and 312 apartments. This mix is skewed to provide more apartments than the masterplan directed but Phase

3A is identified as a high-density residential location within the masterplan and is unsuitable for houses.

- 6.5.5 The proposed mix of unit sizes in Phase 3A is 102no. 1-bedroom apartments, 161no. 2-bedroomed apartments and 10no. 3-bedroomed apartments, so broadly in accordance with the masterplan.
- 6.5.6 The S106 requires that, in addition to the Wheelchair Ready Units, at least 50% of the Affordable Housing dwellings and 25% of the open market dwellings are to be built in accordance with Building Regulations Part M4(2) Category 2: Accessible and Adaptable Dwellings, to ensure that they are capable for adaption to meet the housing needs of those identified with mobility needs. The applicant confirms in the planning statement that *'in total 50% of the affordable units and of the private residential units will comply with the accessibility, layout and circulation space requirements required to meet M4(2) compliance. All rooms within each unit type are designed using appropriate furniture sizes, and provision along with associated activity and circulation zones.'* The Design and Access Statement Addendum confirms that the development will provide 259no. M4(2) units and 8no. M4(3) units. This would be secured by condition.
- 6.5.7 The S106 also requires that six of the affordable housing dwellings across the whole Harbour Village site are to be provided as wheelchair ready units. No wheelchair accessible houses were secured within Phases 1B or 2 but within Phase 3A there are eight units offered at Building Regulations Part M4[3] - Accessible and Adaptable Dwellings within Block A. These would all be as Affordable Rent.
- 6.5.8 In terms of outside space the NDSS does not provide a standard for external amenity space and the Gravesham Residential Layout SPG requires self-contained apartments which have two or more bedrooms are required to have either 10sqm of amenity space per unit, either private or as part of a communal space.
- 6.5.9 All the upper floor apartments would benefit from private balconies or private terrace areas around the edge of the podium roof gardens. Occupiers of Blocks D/E and F/G would also have access to the communal podium roof gardens. At this time the residents of Block H would not have access to the communal podium gardens, but the applicant advises that are looking at security measures to see if this can be achieved. Ground floor units would have enclosed small private areas to the front of the units, and ground floor units within Blocks E, F and G would also have use of the podium communal gardens.
- 6.5.10 In addition, all residents within Phase 3A will also have access to the Riverside Park open space, to be provided as part of this development (timing controlled by the Phasing and Implementation Plan), in addition to the Chimney Park play space, which is already delivered in Phase 1B, and the Bevans/Heritage Park that is approved and is due to be delivered prior to the occupation of the 150th residential unit within Harbour Village. This may occur before any of the residential units within Phase 3A are occupied.
- 6.5.11 As previously advised, in addition to the various outside spaces the Phase 3A development would also provide a residents' gym at the ground floor level of Block E for the residents of the riverside apartments, a 'business lounge' for the use of residents of the riverside apartments and a concierge service that will be able to accept home deliveries as well as manage the parking permits and the bollarded access for refuse/emergency vehicles as necessary.

Noise and Overheating

- 6.5.12 Gravesham LPCS Policy CS19 requires new development to be located, designed, and constructed to safeguard the amenity of neighbouring properties including privacy, daylight, and sunlight. These considerations also form part of the concern of the NPPF 2023 at paragraphs 96, 135, 180 and 191. The NPPF seeks to avoid granting consent for development which would give rise to significant adverse impacts on living conditions, health and quality of life and mitigate and reduce adverse impacts arising from new development.
- 6.5.13 Whilst noise impacts were assessed at high level at the outline stage, the outline permission requires each reserved matters submission to be informed by an updated noise assessment.
- 6.5.14 This application is therefore supported by an acoustic report, together with additional notes to provide clarification and in response to both officer queries and representations from the Port of London Authority (PLA) and the consultant appointed to represent the interests of Aggregate Industries Ltd (AI) and Brett Aggregates Ltd (Brett). The PLA, AI and Brett are concerned with respect to the Agents of Change principle, particularly regarding balconies facing safeguarded wharves on Sundays in a worst-case scenario and internal noise with windows open. They are concerned regarding a potential for noise complaints from residents and nuisance action which would have a negative effect on the safeguarded wharf operators and as a result restrain their activities. The following noise sources have been identified as affecting the application site being from the following:
- Road traffic noise from Northfleet High Street and College Road;
 - Industrial operations from 42 Wharf to the north-east of the site;
 - Robins Wharf operations to the north-west of the site;
 - Bulk Aggregates Import Terminal (BAIT) and Bulk Powders Import Terminal (BPIT) industrial operations to the east of the site
 - Aggregate Industries/Brett Aggregates to the north-west of the site
 - Traffic noise from Fastrack operation through the site.
- 6.5.15 Regarding industrial operations these take place in connection with safeguarded wharves and minerals infrastructure, with the application site lying within 250m of these. The proposal is therefore required under Kent Minerals and Waste Local Plan Policy DM8 to demonstrate that introducing new dwellings into this area would not adversely affect, nor force unreasonable restrictions on, the adjacent industrial uses or safeguarded minerals infrastructure. KCC Minerals and Waste Planning Team advise that the acoustic report addresses the requirement of Policy DM8 confirming no objection.
- 6.5.16 The applicant's acoustic report and technical notes conclude that noise from the nearby existing and committed industrial operations is unlikely to have an adverse impact on the proposed residential receptors subject to mitigation in the form of an alternative ventilation system (MVHR) so that windows can remain closed in the non-overheating condition. MVHR is recommended to be secured by a planning condition.
- 6.5.17 During a daytime overheating condition, all parties agree that the MVHR system will not provide sufficient cooling ventilation and occupiers will be inclined to open a window for additional ventilation.

- 6.5.18 The consultant representing Aggregate Industries and Brett Industries however considers that additional mechanical cooling should be provided for all properties where the predicted industrial noise exceeds 45 dB LAeq,1hr at the external façade during the daytime, and where the industrial noise contribution is within 3 dB of the total value. Whilst the BS8233 internal noise guidance levels are not directly appropriate where the dominant noise is not anonymous (e.g. such as road traffic noise), the commercial operators' consultant suggests that it is appropriate to use in this case and with 9dB reduction being applied to the level for a window opened for cooling purposes this would establish an internal noise limit of 36dB during the daytime, when an overheating condition would occur.
- 6.5.19 The LPA's noise consultant advises that whilst they recognise that the discussed industrial noise is not anonymous noise, they consider that this criterion is overly stringent in the overheating case, falling below the equivalent Approved Document O threshold of 40 dB LAeq,8hr in bedrooms at night.
- 6.5.20 The LPA's noise consultant advises that they concur with applicant's noise consultant's position that 40 dB LAeq,16hr is also an appropriate internal noise limit for daytime resting conditions in the overheating condition. The subsequent external criterion, assuming an open window for cooling, would therefore be 49 dB LAeq,1hr, which is not predicted to be exceeded in this case at any proposed façade, under worst case operating and meteorological conditions. As such it is accepted that no additional mitigation measures to the MHVR are required to achieve an acceptable internal living condition in respect to noise, despite as sustained objection on behalf of the adjacent wharf operators and the Port of London Authority.
- 6.5.21 Regarding external amenity noise levels on proposed balconies, EDC's noise consultant does not consider that industrial noise levels would not be 'unacceptable', for the reasons stated below:
- The predicted industrial noise levels assume 100% on-time for all plant, which will be an overestimate over a 1-hour period;
 - The predicted levels are based on meteorological conditions that are ideal for sound propagation (light winds, dry). On occasions when the receptors are upwind (persistent) of the wharf facilities, actual worst-case industrial noise levels may be as much as 10 dB lower;
 - Future background sound levels are likely to be higher than measured in 2021, due to road traffic on the new Fastrack route at the south of the site;
 - Similarly, ambient sound levels will also be higher due to vehicles on the Fastrack route (potential masking of industrial noise);
 - Balconies have been excluded from the north facades (worst affected) of Blocks D,E,F & G;
 - The proposed balconies are of relatively small area, and therefore their amenity use is unlikely to be for extended periods of the day;
 - There is alternative quieter external amenity locally available within walking distance of the affected residential buildings, including Bevans Park.
- 6.5.22 In conclusion, subject to mitigation by means of the installation of MHVR in all units, the proposal is considered to satisfy the requirements of condition 9b. The matter of noise from new fixed plant, including the MHVR, can be controlled by planning condition which would include any necessary mitigation, to ensure a suitable quiet residential amenity for future and neighbouring occupiers. With the use of suitably worded planning conditions the and the development will provide an acceptable living

condition for future occupiers in relation to noise and overheating, and without detriment to the operation and interests of close-by industrial operators.

Air Quality

- 6.5.23 Policy CS03 of the Gravesham LPCS requires new development to achieve environmental improvements, especially in air quality in the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area, where particulate matter (PM10) levels were particularly high. Paragraph 192 of the NPPF seeks compliance with national objectives for pollutants, AQMA/Clean Air Zones and local Air Quality Action Plan and improvements to air quality or mitigation of impacts.
- 6.5.24 However, recently the Northfleet Industrial Area Air Quality Management Area (AQMA) was revoked after 5 years of compliance with national objectives. This is the result of a significant improvement in levels of PM10 in the area. The application site was located within this area before its revocation. The revocation does not however remove the matter of air quality from being a material consideration in planning applications and there remains that requirement for developments to carry out assessments for the impact of their development on the local air quality for both PM10 and nitrogen dioxide and for them to propose mitigation measures.
- 6.5.25 The residential masterplan responded to air quality concerns by locating residential development adjacent to existing residential areas and over 200m from potential dust sources. The RM application accords with the masterplan in this respect. In addition, the air quality impact from the proposed development to the surrounding area also needs to be appropriately mitigated. This includes dust generated during construction and traffic generation from new residents. Dust control measures are required to be detailed and agreed within the Construction Environmental Management Plan required for each phase of the development under outline planning condition 16.
- 6.5.26 Regarding vehicle emissions the proposed EV charging provision within this phase also contributes to reducing traffic emissions.

Neighbouring Residential Amenity

- 6.5.27 Paragraph 185 of the NPPF 2023 states that decisions should ensure that new development is appropriate for its location, taking into account the likely impacts on health and quality of life. This is interpreted locally through Gravesham LPCS Policy CS19 which states that new development will be located, designed, and constructed to safeguard the amenity of neighbouring properties including privacy, daylight, and sunlight.
- 6.5.28 Adjacent to proposed residential properties would be dwellings within Phase 2 of this residential development (currently under construction) and employment uses within the Abacus Corner employment site to the west, which currently has only a single manufacturing operator in situ on a short lease until November 2025. Finished land levels through the Harbour Village site would fall gradually as travelling north and as such the residential dwellings would within Phase 2, to the south, would be at a slightly higher ground level than Phase within Phase 3A.
- 6.5.29 The orientation and relative location of the proposed apartment blocks to the dwellings within Phase 2 are such that no detrimental impacts upon the amenity of the Phase 2 properties would occur with respect of loss of privacy, daylight, outlook or overshadowing from the proposed development, and vice versa. The proposals are therefore not considered to detrimentally impact neighbouring residential amenity.

6.5.30 In relation to neighbouring commercial operations the impact of the details of this RM development upon their operation is most critically considered to be noise under the agents of change principle. This is discussed within the 'Noise' section of this report.

6.6 Heritage

6.6.1 At the outline application stage, it was identified that a site-wide Heritage Management Plan (HMP) should be at the heart of the development as a tool to inform the detailed masterplan and individual reserved matters applications. Condition 6(a) of the outline planning permission related to the agreement of a site-wide Heritage Management Plan and the approved document identifies the guiding principles for the conservation of heritage assets within the site and incorporation of heritage into the development, including commitments to safeguarding assets, on-site display of artefacts, interpretation, local distribution of information and arrangements for recording/storage of artefacts.

6.6.2 A programme of archaeological work has been approved for the whole of the mixed-use application site under condition 20 of the outline planning permission, and a programme of historic building recording has been approved for the residential area under condition 22. The approved details therefore cover the requirements within Phase 3A for archaeological watching brief and reporting during construction and recording of historic features.

6.6.3 Following discovery of cement industry remains within earlier phases of the Harbour Village development the KCC Heritage officers provided a brief for archaeological mitigation work, for which a methodology document (Written Scheme of Investigation: WSI) was subsequently submitted and approved by KCC Archaeology. These works were subsequently implemented and are currently ongoing (with many areas complete).

6.6.4 A letter has been submitted in support of this RM application detailing the investigation works carried out on site in 2020 and the implementation of the watching brief that took place during the construction of the development platform works. The letter details that to date the following works within the Phase 3A site have been progressed:

1. Historic Building Record (Historic England Levels 1-3) – Archaeology South East (ASE) 2023;
2. Archaeological watching brief – Wessex Archaeology (largely complete, with one area to come)

6.5.5 All of the archaeological and historic building recording works have been undertaken with full liaison with the KCC Archaeological Advisor who has monitored the fieldwork as works have progressed. The supporting letter advises that the identified former dock structure (Bevan's jetty) has been retained in situ, other remains have been recorded and removed and southeastern area of Phase 3A an area of archaeological monitoring is still to be undertaken '*as soon as the area becomes available, and works will be progressed in line with the agreed WSI and in full liaison with KCC Archaeology*'. The letter continues '*Once all fieldwork has been completed, and confirmation of this has been received from KCC Archaeology, Wessex Archaeology will progress with the relevant programmes of subsequent post excavation assessment works, which will cover the whole of the Northfleet Embankment West development site as a single exercise.*'

- 6.6.6 The KCC Heritage officer agrees with the applicant's position above. The officer also highlights that the requirements for details of public art and heritage interpretation with Reserved Matters applications as part of condition 15 of the outline planning permission, which the applicant has applied to discharge as part of this RM application.
- 6.6.7 The HMP details that heritage interpretation panels will be included at relevant, visible sites or viewpoints close to the identified significant heritage sites within the Northfleet Embankment West site. The HMP details 'northern boundaries of the site, to reflect the waterside heritage'. The Design and Access Statement (DAS) identifies the location of two heritage boards within the proposed riverside park which appear logically located. However, until the archaeological post-excavation assessment and analysis has been completed the final location and content to the series of interpretation boards cannot be agreed. The KCC Heritage officer advises that the interpretation board details, and the artwork details need to cover the whole of the Northfleet Embankment West development site as a single exercise and not on Phase-by-Phase basis.
- 6.6.8 The DAS also provides a high-level Public Art Strategy at this time. It refers to historic referencing, consultation with the EDC with respect to the EDC Public Art Strategy, the potential for collaborative working with the community and local artists and the exploration of a connective heritage route through Harbour Village utilising embedded art within the landscape, street furniture and buildings.

Public Art and Heritage Interpretation

- 6.6.9 Regarding public art the committee report for the masterplan application (EDC/20/080) reads:
- "The approach to embedding heritage into the public realm and the three main parks is welcome, and potentially more sustainable and engaging than a piece of art work such as a sculpture. This also presents an opportunity for co-design with the local community, as advocated by the local ward councillors. That said, redevelopment of the wider site does present opportunities for sensitive relocation of the listed Bevans war memorial and Sphinx statue."*
- 6.6.9 Furthermore, the applicant is seeking to discharge condition 15 of the outline planning permission, as relevant to this phase of development, which relates in part to the design and maintenance of the public realm and the provision of and timetable for installation of public art and heritage interpretation (condition 15).
- 6.6.10 No specific details have been included within the submission in relation to public art and heritage interpretation. The Design and Access Statement identifies potential opportunities around an embedded art focus along the riverside promenade. It advises that an artist will be appointed to work collaboratively with the site architects and will be encouraged to explore a range of community engagement approaches when developing their concept work. This later timescale and the strategy proposed is understood and accepted but therefore, notwithstanding condition 15, this matter needs to be controlled by a further planning condition.
- 6.6.11 Likewise, the Design and Access Statement identifies that two interpretation boards are to be located within the Riverside Park and the location of these are shown on the submitted General Arrangement plans. No further details have been supplied other than the location of the two boards as discussed in the Heritage section above. Therefore, notwithstanding the latter parts of condition 15 of EDC/16/0004, the matter of the provision for heritage interpretation, including deployment of artefacts, can be

the subject of further control by planning condition together with the art strategy, features and timescale.

6.7 Sustainability

6.7.1 Gravesham LPCS Policy CS18 seeks for new development to reduce water and energy usage, requiring development proposals to consider the potential for and include options for low carbon and renewable energy generation. NPPF paragraph 162 advocates that new development should be expected to minimise energy consumption.

6.7.2 In this Reserved Matters application, the applicant seeks to discharge condition 11 of the outline planning permission, which requires reserved matters applications to generally accord with principles included within the approved masterplan and the Sustainability Statement (Peter Brett Associates, 2009; David Lock Associates 2016) submitted for the outline planning permission.

6.7.3 The Sustainability Statement identifies that the site is not well suited to large scale installations (community wide installations) for energy supply. The masterplan for the outline permission refers to '*potential enhanced building regulations*' for the site in relation to building and renewable energy technologies with a commitment to incorporate PV panels across the site and green/brown roofs. The masterplan and the Residential Travel Plan require the provision of 1no. 7kW active EV charging point for each house on plots and for shared parking courts and podium parking areas EV charging would be provided at 10% active and 90% passive (wiring and conduit in place).

6.7.4 An updated Energy and Sustainability Statement has been submitted for Phase 3A that demonstrates the sustainable characteristics of the proposed development have been improved from its original submission (2016) with more ambitious energy targets in part reflecting updated to Building Regulation requirements. The indicative SAP assessment shows an estimated improvement of 60% compared to the Part L 2021 TER, based on the proposed specification. The proposal will require an estimated 404 kWhp solar panels, to achieve the Target Primary Energy Rate (TPER).

6.7.5 The ambition for the units is that they would achieve an Energy Performance Certificate (EPC) within the 'A' band rating where possible through a combination of measures. The development follows the energy hierarchy utilising a fabric first approach with:

- efficient building fabric, including insulation
- highly efficient glazing with low emissivity coatings to limit overheating
- low energy lighting
- individual Air Source Heat Pumps (ASHP) within each apartment comprising a hot water heat pump cylinder
- roof mounted solar photovoltaic (PV)
- electric panel heaters
- mechanical ventilation with heat recovery in all units

In addition to the above the proposal would include brown roofs on Blocks A, B and C to the south of Fastrack and Block H.

6.7.6 The Energy and Sustainability Statement advises that the final PV details will need to be secured by planning condition to ensure the location, appearance and specification is suitable for this development as further specialist contractor advice is required. A condition requiring this is recommended.

- 6.7.7 A number of water efficiency measures are identified for the development with an example specification equating to 109.7 litres per person per day. This would enable the development to meet Building Regulations Part G optional requirement for water efficiency of 110 litres per person per day, consistent with commitments in the approved residential masterplan, as would be secured through a recommended planning condition.
- 6.7.8 As additional sustainability credentials the proposal also includes providing a target use of 100% sustainably sourced and/or certified timber and target diversion of at least 90% of construction waste (excluding hazardous waste) from landfill.
- 6.7.9 Subject to suitably worded further planning conditions the proposal complies with local and national policy and guidance with respect to low carbon and energy efficiency and condition 11 of the outline planning permission is discharged.

6.8 Flood Risk

- 6.8.1 NPPF 2023 paragraph 165 states that decisions should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where it can be demonstrated that the most vulnerable development is located in areas of lowest flood risk, and where development is appropriately flood resilient and resistant. The Environment Agency's Flood Map for planning shows the site to lie within Flood Zone 3, having a high probability of flooding, but the site is protected by an existing flood defence in the form of the river wall to the adjacent River Thames. A Flood Risk Assessment (FRA) has been submitted with the application. Paragraph 173 of the NPPF requires, in part, planning applications to be appropriately flood resilient and with safe access and escape routes.
- 6.8.2 Condition 46 of the outline planning permission requires development to be built in accordance with the mitigation measures set out in the Flood Risk Assessment submitted as part of that outline application, in particular that finished floor levels for the development must be no lower than 7.2m AOD and 15m from the landward toe of the flood defence.
- 6.8.3 Under the full planning permission EDC/20/0147 for '*Formation of a development platform (residential and employment land) comprising excavation and infilling of the site, including access roads*', the Environment Agency required that the development platform development should allow for the future creation of a continuous retreated flood defence with a crest level at 8.0m AOD, to meet the Thames Estuary 2100 Plan (TE2100) year 2070 defence level. The development platform was also set back a sufficient distance from the flood defences so as not to add load to the Thames river wall and Robins Creek harbour wall.
- 6.8.4 The 8.0m AOD level is greater than the '*not lower than 7.2m AOD*' within the wording of the outline condition and the Reserved Matters application reflects the higher of these two levels with Finished Floor Levels (FFL) proposed at 8.0m AOD. This FFL would provide an escape route at or above the 1 in 200 year level of 8.00m AOD to allow safe egress and access from the buildings within the development and along Hive Lane to the High Street.
- 6.8.5 Although this FFL is shown on the relevant drawings for clarity, as the outline permission specifies a much lower FFL, the 8.0m FFL is the subject of a compliance planning condition.

- 6.8.6 Whilst the buildings remain with a minimum set back of 15m from the landward side of the existing flood defences, during the progress of this application the strength and integrity of the historic Robin's Creek harbour wall has come into question due to the loading of the proposed landscape works. Based on trial pit investigation, to address EA objection the applicant has now proposed that they construct an additional concrete sheet-pile retaining wall behind the existing Robins Creek harbour wall to minimise the load on the existing harbour wall due to the development. The EA accept this approach but require a scheme for the new retaining wall, supported by further investigation works, to be secured by planning condition. The retaining wall should be of such a construction that it sufficient to operate as the sole wall at Robin's Creek should, at any point in the future, the in place if in the future the existing, historic Robins Creek wall should fail.
- 6.8.7 Various other conditions are required in relation to the operational access to facilitate future maintenance to the flood defences, service routing so as not to undermine future maintenance works and with regard to ecology values of the riverside edge habitat. It is appropriate to tie these conditions to the part of the development that is north of the Fastrack only and as such the conditions have been redrafted in this form and have been agreed with the EA.
- 6.8.8 Condition 35 of the outline planning permission remains outstanding and requires that new development in phases at flood risk are subject to a Flood Warning and Evacuation Plan. This will apply to Phase 3A notwithstanding the mitigation measures secured within the development.
- 6.8.9 Subject to suitably worded planning conditions the proposed development is considered acceptable in terms of flood risk.
- 6.9 Biodiversity and Ecology
- 6.9.1 Paragraph 180 of the NPPF 2023 in part states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits from ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity. Gravesham LPCS Policy CS12 requires no net loss of biodiversity in the Borough, seeking opportunities to restore, re-create and maintain habitats.
- 6.9.2 Condition 8 (Detailed Masterplan) of the outline planning permission included the agreement of biodiversity measures in accordance with the approved Outline Ecological Mitigation and Enhancement Strategy (condition 6(b) of the outline permission). These committed to:
- the inclusion of 1.5 hectares of green/brown roofs across the wider site (including in the residential area)
 - Identifying areas where lighting should be minimal, to avoid adverse impacts on foreshore ecology and habitats
 - Incorporation of bat and bird boxes into the design of the buildings
 - The installation of 3no. ecology information boards (Robins Creek, the River Thames foreshore and the central park)
 - Approval of a Landscape and Ecological Management Plan prior to occupation of a particular phase is a requirement of a separate planning condition (condition 32).
- 6.9.3 As such one ecology information board is required within Phase 3A but details of that board have not been provided with the RM application.

- 6.9.4 A reptile translocation exercise was completed in 2020 in accordance with the requirements of the outline planning permission and the development platform works have been completed in accordance with the standalone planning permission (EDC/20/0147), which included requirements for ecological mitigation and an Ecological Watching Brief while the works being undertaken.
- 6.9.5 An Ecological Mitigation and Enhancement Strategy (EMES) has been submitted for the phase with the application seeking to discharge condition 9(c) of the outline planning permission, which requires the EMES to be informed by the Outline Ecological Mitigation and Enhancement Strategy. Landscaping plans and indicative planting plans are also provided.
- 6.9.6 The submitted EMES advises that the site was cleared in 2020 as part of the development platform works and no significant natural regeneration of the site has occurred since that time. As such the report proposes that in the unlikely event that further vegetation clearance is required it would be carried out to avoid bird nesting season or checks to ensure no nesting birds if during nesting season. The strategy details the installation of: 2 bird bricks, suitable for black redstarts; 8 bird boxes; 4 bat boxes; 2 insect hotels; 4 log piles, brown roofs on Blocks A, B and C; and areas of new native tree and shrub planting and wildflower planting on the outside of Thames flood defence parallel to Bevans Wharf, which is in response to a request by the Environment Agency biodiversity officer.
- 6.9.7 The KCC Ecologist advises the mix of native and non-native plants within the indicative planting plan will benefit biodiversity, although increased number of native species would be preferable.
- 6.9.8 Condition 8(t) of the outline planning permission requires the submission of external lighting in the public realm whilst condition 47 requires that no lighting shall be installed, excluding street lighting or temporary construction lighting, until it has been agreed with the Local Planning Authority. As such a 'Proposed Street Lighting Strategy' and 'Proposed Street Lighting' drawing has been included within the submission pack.
- 6.9.9 The KCC Ecologist has reviewed the submitted documents and advise that the light levels do drop to less than 1lux relatively quickly and will not result in light spill on the adjacent River Thames and as such will protect nature interests of the river. However, they do also recommend that the lighting follows the KCC highways dimming regime (regardless of whether it is adopted or not), where residential roads typically are on a minus 40/60% dimming regime so dim by 40% between the hours of 20:00 – 22:00 and then dim by minus 60% between the hours of 22:00 to 05:00. The dimming of the lighting will further reduce light spill which will benefit both nocturnal animals and residents. These comments have been provided to the applicant for information. However, the street lighting is not based on the latest layout drawings and the Environment Agency require demountable structures in some areas to allow for operational access for maintenance of the flood defences. As such a condition is required for final agreement of street lighting details.
- 6.9.9 Condition 16 of the outline planning permission requires the pre-commencement agreement of a Construction Environmental Management Plan (CEMP) for the residential area, including Phase 3A, and was approved under condition application EDC/21/0078. This includes ecological protection measures to be undertaken during construction.
- 6.9.10 Also, having regard to its duty under s.28G of the Wildlife and Countryside Act 1981 (as amended) it is not considered that the determination by Ebbsfleet Development

Corporation of this application would or is likely to affect the flora, fauna or geological or physiographical features by reason of which a site of special scientific interest is of special interest.

- 6.9.11 The ecological impact of the proposed development is therefore considered acceptable and safeguarded through conditions for ecological enhancements, as agreed by KCC in their role as the LPA's ecological advisor.

Other Considerations

6.10 *Environmental Impact Assessment (EIA)*

- 6.10.1 The outline permission was identified as being EIA development and the likely significant effects of the development on the environment were identified and assessed at the time of the outline application. If effects arising from the proposals set out in an application for approval of reserved matters were not identified or identifiable at the time of a decision to grant outline planning permission and were therefore not assessed at the time of that decision, then an assessment must be undertaken at the reserved matter stage.

- 6.10.2 However, it is EDC officers' opinion that all likely significant environmental effects were identified and assessed as part of the outline permission application process and that the information before the planning authority is adequate to assess the significant effects of the development on the environment, and therefore it is not necessary to serve a notice seeking further environmental information.

6.11 *HRA Screening*

- 6.11.1 Projects likely to have a significant effect upon a protected site are to be subject to an Appropriate Assessment of their implications for the Site in the context of its conservation objectives, provided that the project is not directly connected with or necessary to the management of the protected site.

- 6.11.2 The proposed development is located within 6 kilometres of the South Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar Site, both European Sites designated due to important assemblages of wintering water birds. The proposed development is not connected with and not necessary for the management of the European sites. It is considered likely that the development will impact upon the protected sites and therefore it is necessary to undertake an appropriate assessment of the implications of the proposed development, including cumulative effects of other committed developments, on the European sites in view of their conservation objectives.

- 6.11.3 An assessment of the likely impacts from the development was undertaken at the time of the outline permission in connection with the proposed mitigation measures. The s106 agreement sets out mitigation measures in the form of an obligation to pay, prior to commencement of a development phase, a tariff based financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS) of £223.58 per dwelling (index linked – currently increased to £314.05) which pools money from local authorities to spend on measures to mitigate recreational disturbance as a result of new development.

- 6.11.4 Following subsequent judicial clarification of the legal position, it is now established that the requirement for an Appropriate Assessment cannot be screened out on the basis of the mitigation measures proposed. In this circumstance, to ensure legal

compliance, an Appropriate Assessment is required to be undertaken at the reserved matters stage. In the context of this application for approval of reserved matters EDC officers have carried out an Appropriate Assessment in order to assess whether any adverse impact on the integrity of the Thames Estuary and Marshes SPA can be ruled out. The Appropriate Assessment concludes that, taking into account the mitigation measures proposed in the s106 agreement, the proposal will not adversely affect the integrity of the Thames Estuary and Marshes SPA and Ramsar site.

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

6.12 Contamination

- 6.12.1 Paragraphs 189 and 191 of the NPPF 2023 state that planning decisions should ensure that the proposed site is suitable for its new use taking account of ground conditions, including pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation. The site lies within Groundwater Source Protection Zone 2 (Outer Protection Zone).

- 6.12.2 Condition 18 of the outline planning permission requires a contaminated land assessment to be submitted *prior to the commencement of development on any phase of development*, including a desk study of previous uses, a site investigation strategy, and if required a remediation strategy. The requirements of the outline planning condition are considered sufficient to ensure the site would be suitable for the proposed use.

6.13 Surface Water Drainage

- 6.13.1 Surface flooding can result from periods of intensive rainfall, so it is important to ensure that any development incorporates appropriate drainage measures. NPPF (Dec 2023) Paragraphs 173 and 175 seek provision of sustainable drainage systems unless there is clear evidence that this would be inappropriate.

- 6.13.2 The masterplan referenced an outline drainage strategy that directs surface water into Robins Creek, first passing through a forebay that is proposed to combine as a sustainable drainage feature within a publicly accessible open space. Infiltration of surface water into the ground is not an option due to contamination arising from the former industrial uses of the site, and no existing surface water sewers are in the area as the former cement works discharged water direct to the River Thames.

- 6.13.3 Condition 23 of the outline planning permission requires approval of a surface water drainage scheme prior to commencement of development within a phase. The current application does not seek to discharge this condition but a drainage layout of surface water, and foul water pipe layout, have been submitted within this application which direct surface water via Robin's Creek to the approved SUDS basin and forebay. Without a formal application this drawing is for information only at this time in relation to layout and is not listed as an approved drawing.

- 6.13.4 However, the drainage layout for inform the whole development layout and therefore it is helpful to have sight of the intended general drainage layout at this time. KCC LLFA confirm no objection to the illustrative surface water drainage scheme since their assessment at reserved matters stage is whether the surface water provision is compliant with the outline planning permission. The Environment Agency have not

objected to the illustrative scheme. However, Phase 3A cannot commence until the surface drainage schemes are formally approved.

6.14 *Foul Drainage*

6.14.1 Pre-commencement condition 24 of the outline planning permission requires approval of a foul water disposal to ensure adequate capacity within the network for the additional flows and protection of the existing drainage infrastructure. No formal application has yet been submitted for consideration of condition 24 however, with the Reserved Matter application has been submitted a drainage layout of surface water and foul water pipe layout for information. This is illustrative at this time and useful to understand in relation to the reserved matter of 'Layout'.

6.14.2 Southern Water advise that they have an agreement with the Independent Water Networks (IWNL) who are responsible for water supply and sewers at this location and without giving specific comment on the illustrated scheme they provide advice with respect to the requirements to meet agreement terms in place between Southern Water and the IWNL, and generic layout and construction advice. They also provide a plan of the existing infrastructure in the area.

6.14.3 In the absence of objection and subject to assessment of the proposals through the outstanding outline condition, the principle of the foul drainage proposal is considered acceptable and is therefore unnecessary to assess in detail as part the reserved matters.

6.15 *Life Saving Equipment*

6.15.1 Condition 8 (Detailed Masterplan) of the outline planning permission included the provision of a riverside promenade, together with public realm features which included 'riparian life-saving equipment' (part 8(t)). The approved masterplan simply indicated that 'riparian life saving equipment' would be located along the whole river edge in Phase 3A but with no further details.

6.15.2 The applicant has submitted a document titled 'Phase 3A Reserved matters – Riparian lifesaving equipment', which it states is based on guidance prepared by the Port of London Authority 'A Safer Riverside – Guidance for Development alongside and on the Tidal River Thames' and responding to the masterplan.

6.15.3 Mitigation measures to prevent accidents occurring include the installation of a pedestrian railing on top of the concrete wall with locked gates to existing access ladders and the disused Bevan's Wharf. Indicative safety measures are proposed, which will need to undergo risk assessment before final agreement. These include:

- Warning signage
- Lifesaving equipment including lifebuoys
- Lighting of the primary footway and parking courts

6.15.4 Therefore, notwithstanding condition 8(t) of the outline planning permission a specific planning condition is required to subject to a planning condition to secure the final agreement of the lifesaving equipment, including location, signage and management and maintenance, before public access commences to any part of the riverside park or the diverted PROWs hereby approved.

6.16 *Marine Plans*

- 6.16.1 Paragraph 176 of the NPPF 2023 requires that *“In coastal areas, planning policies and decisions should take account of the UK Marine Policy Statement and marine plans. Integrated Coastal Zone Management should be pursued across local authority and land/sea boundaries, to ensure effective alignment of the terrestrial and marine planning regimes.”* Whilst not part of the Development Plan, Marine Management Policies are material planning considerations.
- 6.16.2 The site is located adjacent to the River Thames and subject to the South-East Inshore Marine Plan which is regulated by the Marine Management Organisation (MMO), and the policies therein.
- 6.16.3 It is not considered that the proposal will result in any unacceptable impact on the coast, most particularly Policy SE-PS-1 related to impact upon current activity of port and harbour activities, Policy SE-HER-1 related to the conservation and enhancement of coastal heritage assets, through archaeological investigation and the installation of heritage interpretation, SE-ACC-1 and SE-TR-1 which relate to inclusive public access to and future tourism and recreational activities within the marine area, as seen in this proposal by the creation of the riverside park, the PROW diversions to run through it and the layout allowing future access to Bevan’s Jetty to be possible, SE-CC-2 that proposals demonstrate they are resilient to the effects of climate change, in this case through incorporation of flood resilience and sustainability measures and SE-DIST-1 which relates to mitigation of recreational activities on highly mobile (migratory) species through the SAMM payment secures in the original S106.
- 6.16.4 As such the proposal is considered to comply with the relevant Marine Plan policies and paragraph 176 of the NPPF 2023.

6.17 *Planning Obligations*

- 6.17.1 Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. These tests are set out as statutory tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and as policy tests in the NPPF.
- 6.17.2 This report has identified the requirement to secure financial contributions with respect to consultation, design, implementation and enforcement of a Parking Permit Area within the neighbouring residential streets which are public highway. The obligation request is:
- £3000 toward Gravesham Borough Council design, consultation and advertising exercise for modifying the existing Traffic Regulation Order (TRO) in neighbouring public highway, to be paid prior to first occupation
 - £10,000 towards Gravesham Borough Council modifying / introducing a Permit Parking Area (PPA), including costs associated with lining and signage, to be paid following TRO public consultation on and decision to proceed with the modified/new PPA
 - £51,000 towards Gravesham Borough Council’s operational enforcement of the modified/ new PPA and towards any necessary amendments to controlled parking on streets in the vicinity of the development to address parking issues arising which Gravesham Borough Council considers are directly attributable

to the development, to be paid following TRO public consultation and decision to proceed with the modified/new PPA.

6.17.3 The applicant has agreed the initial Heads of Terms and that these payments be secured by Unilateral Undertaking. At the time of writing this report Gravesham Borough Council requested additional flexibility to use the parking enforcement money toward any wider changes to the controlled parking of local streets. The applicant has subsequently agreed the payments as per the drafted Heads of Terms.

6.17.4 In requesting and negotiating the obligations as detailed above as part of this application, EDC is satisfied that they are fair and reasonable and meet the statutory tests in the CIL Regulations and as described in paragraph 57 of the NPPF.

6.18 *Building for a Healthy Life Assessment*

6.18.1 NPPF Paragraph 138 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).

6.18.2 A BFHL assessment of the scheme has been undertaken by EDC officers. BFHL is a design tool to measure and assess good design for new homes that is supported by the housebuilding and architectural industries as well as Government and Local Authorities. The proposed development is considered to perform well against the 12 BFHL questions, achieving 10 greens and 2 ambers, summarised below.

Integrating the neighbourhood

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

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

9 Healthy Streets	10 Cycle Parking and Car Parking	11 Green and Blue Infrastructure	12 Back of footpath-front of house
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6.18.3 The amber given for Category 10: Car and cycle parking: relates to the scheme failing to provide 20% of the spaces as visitor parking, and for Category 11 as the development fails to provide one tree for every 4 parking spaces, and thus does not comply with the Sustainable Travel Strategy.

7.0 FINANCIAL CONSIDERATIONS

7.1 Regard should be had to any local finance considerations in so far as material to an application for planning permission and, while this is not material to this application for the approval of reserved matters, financial benefits will accrue to the area if permission is granted. The Government wishes to ensure that the decision-making process for

major applications is as transparent as possible, so that local communities are more aware of the financial benefits that development can bring to their area. In this area, although not material to the application, the following benefits to the public purse accrue from development - New Homes Bonus (which is a local finance consideration) and Council Tax for new dwellings.

8.0 HUMAN RIGHTS

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

9.0 PUBLIC SECTOR EQUALITY DUTY

- 9.1 In determining this application, regard has been had to the Public Sector Equality Duty (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

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

10.0 CONCLUSION

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

Reference: EDC/24/0049

Site Address: The Hub, Alkerden, Whitecliffe, Ebbsfleet Valley, Swanscombe, Kent

Proposal: Reserved matters application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline planning permission EDC/17/0048 for a health facility, lifelong learning centre, multi-use hall and ancillary spaces together with associated infrastructure including landscaping, car and cycle parking and ancillary works.

Applicant: Eastern Quarry Ltd

Parish / Ward: Ebbsfleet

SUMMARY:

This application seeks approval of reserved matters in relation to access, appearance, landscaping, layout and scale for the erection of a community hub building within Alkerden Market Centre, at the heart of the Eastern Quarry (also known as Whitecliffe) development site. The scheme includes space to facilitate a health centre, lifelong learning centre including services to be operated by KCC such as youth services and adult education, a library, 200-person capacity hall to include space for multi-faith religious groups and accommodation for Kent Police. The building would be located in a prominent site within a highly sustainable location on the Fastrack corridor, with flexible internal spaces to serve the emerging needs of the expanding community which extend well beyond the obligations as set out in the outline planning permission. The applicant has undertaken extensive engagement with local groups and relevant potential future operators to deliver spaces which are fit for purpose.

The application has been guided by a series of strategy documents and principally the Area Masterplan and Design Code (AMP) which set out design parameters for delivery of detailed consents and set the standards against which all reserved matters applications in Alkerden Village are assessed. The scheme accords with the objectives of the AMP and is compliant with Building for Healthy Life, achieving a high score of 10 greens and 1 amber.

The site has been well laid out, meeting accessible design in accordance with best practice and Design for Dementia assessments. The architectural narrative, derived from Ebbsfleet's industrial heritage and the materiality of its chalk cliff landscapes, aligns with the Design for Ebbsfleet character guide and delivers a high-quality, bespoke appearance to the building that reflects its civic role and will be characterful and distinctive in its setting at the heart of Alkerden Market Centre.

The landscaping scheme maximises provision of breakout spaces where possible and delivers a welcoming plaza entrance from the principal elevation on the Fastrack corridor. A well-considered parking strategy has been developed given the sustainable location, balancing identified demand with the promotion of active travel methods. The building would deliver a good level of sustainability, with pre-construction assessments identifying a BREEAM 'Excellent' rating, delivered through a fabric first approach and addition of features including PV panels and green roof coverage.

The applicant has worked well with EDC officers to design a carefully considered and extremely well resolved building, both internally and externally, which complies with local and national policy, the objectives of the Ebbsfleet Implementation Framework, EDC's design assessment framework, the outline planning permission and the Alkerden Area Masterplan to deliver a distinctive centrepiece with Alkerden Market Centre.

RECOMMENDATION:

Authority be delegated to the Director of Planning and Place to approve the application and issue reserved matters approval, subject to the imposition of the planning conditions as set out below, with delegated authority to the Director of Planning and Place to make minor changes to the wording:

PLANNING CONDITIONS

Time limit

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

Reason: For the avoidance of doubt and to ensure the development is brought forward within a specified time scale.

Approved Plans and Documents

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

Layout Plans

- Site Context Plan (DE_229F_L_RM_011)
- Site Location Plan (DE_229F_L_RM_010)
- Proposed Site Plan (HEN-EEQ-RMA4_HTA-A_DR_0101 Rev P2)
- Proposed Location Plan (HEN-EEQ-RMA4_HTA_DR_0100 Rev P2)

Floor Plans

- Level 00 (HEN-EEQ-HUB-HTA-XX-00-DR-A-0200, Dated 12/09/24)
- Level 01 (HEN-EEQ-HUB-HTA-XX-01-DR-A-0201, Dated 06/09/24)
- Level 02 (HEN-EEQ-HUB-HTA-XX-02-DR-A-0202, Dated 06/09/24)
- Level 03 (HEN-EEQ-HUB-HTA-XX-03-DR-A-0203, Dated 06/09/24)
- Roof Plan (HEN-EEQ-HUB-HTA-XX-04-DR-A-0204, Dated 06/09/24)

Elevations & Sections

- Proposed Site Sections (HEN-EEQ-RMA4_HTA-A_DR_0110 Rev P1)
- Proposed Section AA (HEN-EEQ-RMA4_HTA-A_DR_0210 Rev P1)
- Proposed Section BB (HEN-EEQ-RMA4_HTA-A_DR_0211 Rev P1)
- Proposed Section CC (HEN-EEQ-RMA4_HTA-A_DR_0212 Rev P1)
- Proposed Section DD (HEN-EEQ-RMA4_HTA-A_DR_0213 Rev P1)
- Proposed Section EE (HEN-EEQ-RMA4_HTA-A_DR_0213 Rev P1)
- Proposed South Elevation (HEN-EEQ-RMA4_HTA-A_DR_0220 Rev P2)
- Proposed East Elevation (HEN-EEQ-RMA4_HTA-A_DR_0221 Rev P2)
- Proposed North Elevation (HEN-EEQ-RMA4_HTA-A_DR_0222 Rev P2)
- Proposed West Elevation (HEN-EEQ-RMA4_HTA-A_DR_0223 Rev P2)
- Proposed Bay Studies (HEN-EEQ-RMA4_HTA-A_DR_0230 Rev P2)

Highways

- Parking Layout (210932-06)

Landscaping

- Landscape Plan (DE_229F_L_RM_001 Rev A)

Drainage

- Proposed Drainage Site Layout (4655-MOM-XX-XX-DR-C-60000 P01)
- GA Plan Proposed Drainage Storm Water Layout (4655-MOM-XX-XX-DR-C-61000 P01)
- GA Plan Proposed Drainage Foul Water Layout (4655-MOM-XX-XX-DR-C-62000 P01)

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

Pre-commencement

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

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

Prior to Development Above Ground Floor Slab Level

4. **External Materials** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until details (including samples) of materials and products, including finishes, of external materials to be used on the building hereby approved have been submitted to and approved in writing by the Local Planning Authority. These shall include (but are not limited to):
 - a) Grey facing brick with light/white mortar;
 - b) Parapet coping;
 - c) Green aluminium window frames, doors and cills;
 - d) Orange aluminium entrance doorsets;
 - e) Green fluted accent tile cladding;
 - f) Brass colour metal balustrading / railings;
 - g) Green metal canopies; and
 - h) Ancillary external items including vent grilles, rainwater pipes.

Sample panels of building facades shall be provided, the detail and size of which shall be agreed with the Local Planning Authority in advance.

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

Reason: To secure high-quality design and detailing and to ensure that materials will make an acceptable contextual response, resulting in the satisfactory appearance of the development in accordance with Dartford Plan Policy M1.

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

- a) Details of the roof envelope including roof edges, parapets, copings, and rooftop plant screening, etc;
- b) Detailed brick elements including mortar joint profile for all masonry bay types, including recessed brick panel to health centre;
- c) Design of metal railings to be installed along the roofline;
- d) Detailed drawings of all types of all door and window openings within the masonry facade, including plans and sections @ 1:20 of heads, jambs and sills.
- e) Glazing system to entrances on south elevation including section through;
- f) Canopies above doors including method of affixing; and
- g) Form and appearance of Hub signage to be installed in the front plaza.

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

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

6. **Soft Landscape Details** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until a soft landscaping scheme, which shall accord with the submitted Landscape Plan (DE_229F_L_RM_001 Rev A), has been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- a) Planting Plans at 1:200 scale or similar for the whole scheme including details of the numbers of all trees, hedges and shrubs to be planted, together with a planting schedule providing pot sizes, heights, spreads and densities and total quantities of individual species. A minimum of 25% of soft planting shall be native species;
- b) Details of tree planting in relation to underground services and lighting, including details of any root barriers and below ground root cells and a plan demonstrating adequate soil volumes can be achieved for all new trees (in particular for the native oak tree and others within the car park). Details shall demonstrate there will be no overall reduction in tree numbers across the site than shown on the submitted Landscape Plan;
- c) Details of soft planting to be included on the second floor outdoor roof amenity area;
- d) A site wide landscape management plan, covering all soft landscape elements, with detailed management schedules, timings and frequencies for each identified prescription, which shall include maintenance of trees either side of the vehicular entrance to avoid overhanging of the cycleway.

The soft landscaping shall thereafter be maintained in accordance with the approved Landscape Management Plan.

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

Informative: The applicant is reminded that condition 65 of outline permission EDC/17/0048 requires detailed landscaping schemes to be implemented during the first planning season following completion of the relevant area of the development and shall thereafter be maintained for a period of five years. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced within the next planting season.

7. **Hard Landscape Details** - Notwithstanding the details set out in the approved plans, no development above ground floor slab level shall take place until details and samples of the proposed hard landscaping have been submitted to and approved in writing by the Local Planning Authority. These details shall substantially accord with the details illustrated and annotated on the approved drawings and include the following details:
- a) Hard surfacing materials to be used in the external finishes of all roads, footpaths, courtyards, parking spaces, plaza fronting Fastrack to include size, material, laying pattern and colour finish, together with specification of edging and kerbs;
 - b) Full product specifications of all street furniture including proposed benches, chairs and tables, planters, external lighting, covered cycle shelters (which shall incorporate lighting in the interests of safety), cycle stands, litter bins, bollards required to prevent mopeds or similar from accessing pedestrian routes. Details shall include location of all items to demonstrate there will be no obstruction to building access particularly for wheelchair users and buggies. Construction details should also be provided of the bespoke seating units, raised planters and steps.
 - c) Details of markings to demarcate parking bays, enlarged spaces (such as the delivery and ambulance bays) and internalised pedestrian pathways or crossings within the proposed car park.
 - d) Details of all boundary treatments and gates to include proposed materials and finish and images to be provided (technical drawings or manufacturer's details);
 - e) A site wide landscape management plan, covering all hard landscape elements, with detailed management schedules, timings and frequencies for each identified prescription.

The development shall be carried out in accordance with the approved details prior to first use of the building hereby permitted and shall be retained thereafter.

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

Informative: It is recommended a joint landscape management plan is provided to incorporate details for both condition 6d) and condition 7e).

8. **Electric Vehicle Charging** - No development above ground floor slab level shall take place until details of electric vehicle charging facilities have been submitted to and approved in writing by the Local Planning Authority. Details shall show at least 10% (5no. spaces) of the approved parking spaces as active charging spaces (with a minimum output rating 7kW- Mode 3, AC) and at least an additional 10% (5no. spaces) of parking spaces as passive charging spaces (i.e. wiring and cable conduit in place under the car park for future use). Details of the location, design and type (single/double) of charging point shall be provided for the active charging spaces.

The development shall be carried out in accordance with the approved details and the approved works shall be carried out and installed prior to first use of the building hereby approved.

Reason: In the interests of good design and sustainable travel, in accordance with Dartford Plan Policy S3.

9. **External Lighting** – Notwithstanding the details set out in the submitted documents, no development above ground floor slab level shall take place until a detailed external lighting scheme has been submitted to and approved in writing by the Local Planning Authority. These details should accord with the principles as set out in the submitted External Lighting Statement by Skelly & Couch (1639 Rev 2.0). The scheme shall include:

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

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

Reason: To ensure a satisfactory appearance to the development and secure an appropriate level of lighting which will conserve and enhance the amenity of residents, neighbours, and wildlife habitats in accordance with Dartford Plan Policies S3.

10. **Sustainability** - Notwithstanding the details set out in the approved plans and documents submitted with the application, no development above ground floor slab level shall take place until details of the following sustainability measures have been submitted to and approved in writing by the Local Planning Authority:

- a) Confirmation of the extent of PV panels and green roof with commitment to maximise opportunities to provide a bio-solar roof (i.e. PV mounted on the green roofs). The layout of the green roof should be rectilinear in form, avoiding narrow channels, and should be no less than 283sqm (21% of roof area) of the total area of the roof as a minimum;
- b) Full details of the specification of the green roof including details of the component layers and, in particular, the type of vegetation at planting level;
- c) Full details of a rain garden within the parking area to be provided, including cross sections, drainage and planting details;
- d) Details of the Variable Refrigerant Flow (VRF) system including information regarding operation which shall be installed so as to include controls which do not allow cooling and window opening in the same room at the same time. All

- windows within the approved building will be openable unless otherwise agreed; and
- e) Provision of shower facilities within the Lifelong Learning Centre to enable use for those arriving by bicycle.

The approved details shall be implemented in full prior to the first use of the building and shall thereafter be retained and maintained in working order at all times.

Reason: To ensure the sustainable development of the site and deliver sustainable travel objectives in accordance with Dartford Plan Policies S3 and M16.

Informative: The applicant is advised to avoid the use of sedum for the planting layout of the green roof as this offers minimal biodiversity benefits.

- 11. Ecological Enhancements** - No development above ground floor slab level shall take place until details of ecological enhancements within the site have been submitted to and approved in writing by the Local Planning Authority. In accordance with the submitted Ecology Statement by Middlemarch (RT-MME-162228-01 Rev B), the details shall include the following:

- a) Location and details of 5no. bird boxes/bricks which should be the integrated swift boxes or bricks such as the Ibstock Swift Eco Habitat – 3, or similar; and
- b) 5no. bat bricks/boxes to be incorporated across the site and on the building.

The development shall be carried out in accordance with the approved details prior to first occupation of the building and shall be retained thereafter.

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

Prior First Use

- 12. Travel Plan** - No part of the building hereby approved shall be brought into use until a full Travel Plan to reduce dependency on the private car has been submitted to and approved in writing by the Local Planning Authority. The full Travel Plan shall substantially accord with the Travel Plan by The Transportation Consultancy (210932-04) submitted with the application and shall include (but not be limited to) the following details:

- a) Objectives and modal-split targets for staff and visitors;
- b) A programme of implementation;
- c) Details of the Travel Plan Co-Ordinator(s) appointed for The Hub and their contact details;
- d) Details of travel surveys to accurately identify the travel patterns of users to the site;
- e) Measures to encourage sustainable travel to and from the site including any incentives;
- f) Details of a marketing strategy to promote the Travel Plan;
- g) Effective measures for the on-going monitoring, review and improvement of the Travel Plan.

Changing facilities, shower facilities and lockers shall be provided prior to the first use of the building hereby approved.

Thereafter, the Travel Plan shall be kept under review by the operator every 12 months (as a minimum) for a period of 5 years from first occupation of any part of the building and shall be made available to the Local Planning Authority for review as required. Any updates or amendments that may be required as a result of the review shall be embedded within an updated Travel Plan and implemented accordingly. The latest version of the Travel Plan shall be implemented throughout the lifetime of the development.

Reason: In order to relieve demand on parking and encourage sustainable travel methods in accordance with sustainable planning principles and Dartford Plan Policies M15 and M16.

- 13. Parking Management** - No part of the building hereby approved shall be brought into use until a detailed Parking Management Plan informed by the Framework Parking Management Plan by the Transportation Company (ref. 210932-06 dated May 2024) submitted with the application has been submitted to and approved in writing by the Local Planning Authority.

The Parking Management Plan shall include (but not be limited to) the following, with the aim of achieving appropriate use of the car parking area and the prevention of displacement parking onto nearby streets:

- a) Details of how parking spaces will be allocated and managed, including duration of stay (including a waiting restriction on the delivery bay), timing of return and management of parking within EV charging spaces to prevent use by other individuals. Details will be based on a revised parking demand forecast and accumulation assessment based upon the final users/operations and will include consideration of spaces to be utilised for school drop-off/pick-up together with any associated directional signage for users.
- b) Details of management and private enforcement to be secured in perpetuity, including control of inappropriate parking across the site, informal parking outside of allocated parking spaces and exceedance of time limits by individual vehicles;
- c) Details of arrangements for the management and maintenance of electric vehicle charging points;
- d) Arrangements for management and alternative parking arrangements to facilitate larger events that might attract a large number of vehicles;
- e) Hours of use of the parking;
- f) Considerations for provision of scooter parking;
- g) Details of how minibus access/parking would be facilitated; and
- h) Arrangements for monitoring and reviewing.

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

The Parking Management Plan shall be made available to the local planning authority for review as required. Any updates or amendments that may be required as a result of the review shall be embedded within an updated Parking Management Plan and implemented accordingly.

Reason: To ensure effective management and prevent over-provision of parking spaces in the interests of good design and sustainable travel in accordance with Dartford Plan Policies M15 and M16.

14. Highway Measures – No part of the building hereby approved shall be brought into use until the following have been provided in full on site and have been surfaced, drained and marked out (where relevant):

- a) Vehicle and pedestrian visibility splays as shown on Drawing Number 210932-03 Revision A with no obstructions over 0.6 metres above carriageway level within the splays;
- b) 42no. vehicle parking spaces, including 4no. accessible parking spaces, together with 1no. large vehicle/van space and 1no. ambulance space, as shown on Drawing Number HEN-EEQ-RMA4_HTA-A_DR_0101 Revision P2; and
- c) 41no. secure and sheltered cycle spaces, including 2no. accessible cycle spaces, as shown on Drawing Number DE_229F_L_RM_001 Revision A.
- d) Turning areas as identified in Appendix C of the submitted Transport Assessment by The Transportation Consultancy (210932-03)

The provisions listed in a) to d) above shall thereafter be retained and maintained on site at all times.

Thereafter, notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to it in any statutory instrument revoking and re-enacting that Order, no development shall be carried out on the site in such a manner or in such a position as to preclude the use of or access to the provisions listed in a) to d) above.

Reason: In the interests of highway safety and sustainable travel in accordance with Dartford Plan Policies M15 and M16.

15. Community Building Management Plan – No part of the building hereby approved shall be brought into use until a detailed Community Building Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall accord with and add detail to the overarching principles established in the Management and Maintenance Framework submitted with the application (received May 2024) and shall include details of the objectives set out therein will be achieved, including the following:

- Management aims and objectives;
- Operators / Use of the spaces to prioritise uses as identified in the Community and Leisure Facilities Strategy (approved under the outline planning permission), or alternative uses supported by relevant justification;
- Hours of use including opening to the public;
- Internal access arrangements;
- Arrangements for booking the facilities and a user charging schedule (which shall cover comparisons with other facilities in the area);
- Means and frequency by which the facilities will be communicated / marketed to the local community;
- A complaints procedure; and
- Arrangements for monitoring, reporting and reviewing the Plan, to include annual reporting of the extent of usage of the facilities to be made available to the Local Planning Authority.

The Plan shall be made available to the Local Planning Authority for review as required. Any updates or amendments that may be required as a result of the

reviews shall be incorporated within an updated Community Building Management Plan and implemented accordingly.

The building shall thereafter be managed and operated in accordance with the latest approved Community Building Management Plan at all times.

Reason: In order to regulate and control the use of the building in the interests of safeguarding amenity, delivering the requirements of the outline planning permission and providing flexible community uses in accordance with Dartford Plan Policies M2 and M17.

16. **Noise** - No part of the building hereby approved shall be brought into use until details of the design and implemented sound attenuation measures in connection with the plant to be installed on the roof of the building have been submitted to and approved in writing by the Local Planning Authority. The details must demonstrate that the operating noise level (including required acoustic character corrections, if applicable) achieves the proposed noise limits as set out in the submitted Noise Assessment by Sandy Brown (ref. 023938-R01-E dated 2 May 2024) through validation testing once the plant is installed and operational. The plant and any associated sound attenuation measures shall be retained thereafter and maintained in good working order. The plant shall not be operational outside the opening hours of the building hereby approved.

Reason: In the interest of protecting public amenity, in accordance with Dartford Plan Policy M2.

17. **Broadband** – No part of the building hereby approved shall be brought into use until an operational broadband connection with gigabit capability has been provided to all serve all parts of the building.

Reason: In the interests of effective operation and sustainability.

Informative: For clarification, gigabit capability means faster than average broadband speeds, allowing download speeds of 1 gigabit.

Prior to Installation

18. **Extraction Flue** – Prior to installation, details of a system for the extraction and treatment of cooking fumes, including details for the control of noise, vibration and odour from the system and details of the position and appearance of any external flue, have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development to which the details relate is brought into use and thereafter be maintained in accordance with the approved details. No cooking of food shall take place unless the approved extraction system is being operated.

Reason: In the interest of protecting amenity, in accordance with Dartford Plan Policy M2.

Other / Compliance

19. **Use of Building** - 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) the building hereby approved shall be maintained with a minimum floor area of

1,028sqm GIA for purposes relating to health falling within Use Class E(e) of the Town and Country Planning (Use Classes) Order 1987 (as amended), unless planning permission has been granted on an application relating thereto. The remainder of the building floorspace shall only be used for purposes in relation to uses falling within Use Classes E(d)(e)(f)(g(i)), F.1(a)(b)(c)(d)(e)(f) and F.2(b) of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: In order to regulate and control the use of the building in the interests of safeguarding amenity, delivering the requirements of the outline planning permission and providing flexible community uses in accordance with Dartford Plan Policies M2 and M17.

20. **Servicing and Deliveries** – The development will be carried out in accordance with the objectives and requirements as set out in the submitted Delivery and Servicing Plan by The Transportation Consultancy (210932-05). The monitoring plan set out in section 5 of the submitted Servicing and Deliveries Plan shall be carried out and its results shall be made available to the Local Planning Authority for review as required. Any updates or amendments that may be required as a result of the review shall be embedded within an updated Servicing and Deliveries Plan and implemented accordingly.

Reason: To protect the amenity of existing and proposed noise sensitive receptors in the surrounding area and in order to regulate and control the use of the building in the interests of safeguarding amenity and preventing highway and adverse parking impacts in accordance with Dartford Plan Policies M2, M15 and M16.

21. **BREEAM** - The building hereby approved shall achieve BREEAM level 'Excellent' in accordance with the requirements of BREEAM (or such equivalent national measure of sustainability for non-residential design that may replace that scheme from time to time) to include achieving the targeted water credits as set out in the Sustainable Design and Construction Statement by Twin & Earth (dated May 2024 ref. TE0610) submitted with the application.

A BREEAM post-construction review shall be undertaken confirming the BREEAM rating achieved for the building and shall be submitted to the Local Planning Authority within 6 months of the building first being brought into use.

Reason: To ensure that the development meets the objectives of energy efficiency in new building design and construction pursuant to Dartford Plan Policy M3.

INFORMATIVES:

1. ADDITIONAL DOCUMENTS

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

- Planning Statement by CBRE (May 2024)
- Design & Access Statement (HEN-EEQ-RMA4_HTA-A_R_0700 Rev P1)
- Design & Access Statement Addendum (HEN-EEQ-RMA4_HTA-A_R_0701 Rev P1)
- Accommodation Schedule (HEN-EEQ-RMA4_HTA-A_S_0800 Rev P1)
- Statement of Community Involvement by Pillory Barn (Dated April 2024)
- Planning Gateway One Fire Statement by BB7 Consulting Ltd (16961BC)
- Below Ground Drainage Planning Report by Momentum (4655_MOM_ACH_RPT_Below Ground Drainage Planning Report_00)
- External Lighting Statement by Skelly & Couch (1639 Rev 2.0)

- Noise Assessment by Sandy Brown (023938-R01-E)
- Transport Assessment by The Transportation Consultancy (210932-03)
- Travel Plan by The Transportation Consultancy (210932-04)
- Delivery and Servicing Plan by The Transportation Consultancy (210932-05)
- Framework Parking Management Plan by The Transportation Consultancy (210932-06)
- Highways Consultation Response by The Transportation Consultancy (September 2024)
- Management and Maintenance Framework (received 30 May 2024)
- Daylight Assessment by Skelly & Couch (1639 Rev 2.0)
- Energy Strategy by Skelly & Couch (1639 Rev 2.0)
- Low & Zero Carbon Feasibility Study by Skelly & Couch (1639 Rev 2.0)
- Overheating Assessment by Skelly & Couch (1639 Rev 2.0)
- Passive Design Analysis by Skelly & Couch (1639 Rev 2.0)
- Sustainable Design and Construction Statement by Twin & Earth (TE0610)
- RMA 4 - The Hub - EDC Sustainability Matrix
- Statutory Consultee Response Note EDC/24/0049 by Skelly & Couch (1639 Rev 4.0)
- Ecology Statement by Middlemarch (RT-MME-162228-01 Rev B)
- Impact Shadow Assessment by Sunlight Assessments UK (Draft V3 received 30 May 2024)

2. HIGHWAYS

The applicant's attention is drawn to the comments from Kent Highways & Transportation and the need to consult KCC to review detailed designs and any road safety audits that may be carried out in the future.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

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

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

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissionsand-technical-guidance>.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

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

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissionsand-technical-guidance>.

Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

3. SIGNAGE

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

4. OUTLINE PLANNING PERMISSION

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

5. BUILDING REGULATIONS AND OTHER CONSENTS

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

6. NAMING AND NUMBERING

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

7. POSITIVE AND CREATIVE APPROACH TO DECISION MAKING

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

- The applicant/agent was provided with pre-application advice;
- The applicant/agent was advised of planning issues during the processing of the application and additional information has been submitted to address these; and

- The application was determined within the relevant timescales in accordance with an extension of time agreement.

8. REASON FOR IMPOSITION OF PRE-COMMENCEMENT CONDITION

Pursuant to Articles 35 (1) and (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the Local Planning Authority is satisfied that the requirements of planning condition 3 (including the timing of compliance) is so fundamental to the development permitted that such details must be submitted prior to works commencing on site. In accordance with The Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the imposition of this pre-commencement condition has been agreed in writing with the applicant.

1.0 **SITE CONTEXT AND PROPOSAL**

Site Context

- 1.1 The application site is formed of an area of brownfield land situated within the Eastern Quarry (EQ) strategic development site in Ebbsfleet garden city.
- 1.2 EQ, which measures some 270ha in area, is bounded by the A2 to the south, the B255 and Bluewater shopping centre to the west, Alkerden Lane and the settlements of Greenhithe and Swanscombe to the north and Southfleet Road and the former Northfleet West Sub Station development site (known as Ebbsfleet Green) to the west and southwest.
- 1.3 Outline planning permission was granted for EQ in 2007 for up to 6,250 dwellings together with 33% associated open space and up to 231,000 square metres of built floorspace for business premises; education community & social facilities; hotels; theatre; supporting retail and leisure facilities. All matters were reserved for later consideration. The outline consent was varied in 2013 to allow for a change in land disposition across the site. A second variation to the outline approval was granted in March 2018 to allow alterations to parameter plans reflecting an update in land levels and land use disposition.
- 1.4 The masterplan for EQ takes the form of three connected villages. The first village to come forward is Castle Hill to the east. With the exception of some small discrete parcels of land, detailed consent has been granted across Castle Hill for 1,610 dwellings and is largely complete. The focus for development now falls to the central and western villages. Details have been approved for a total of 518 dwellings in Ashmere village to the west through a joint venture between Vistry (formerly Countryside) and Clarion Housing, with occupations in Phase 1 complete, construction progressing on Phase 2 and an application recently submitted for Phase 3 consisting of 215 units.
- 1.5 The central Alkerden village, which forms the commercial and community heart of EQ, has permission for an education campus, which is undergoing construction. Detailed approval has also been given for 868 dwellings across Alkerden with construction commencing by Bellway on Parcel 5a and Westerhill on Parcel 5b in the northern section of the village, and Redrow progressing on their first phase to the south of the village. In total there are approximately 2,094 completions across EQ at this time.

Application Site

- 1.6 The application site is located in the middle of Alkerden Village, forming part of the 'Alkerden Market Centre' as identified in the Area Masterplan (AMP). The Market Centre has been divided into four parcels according to the nature of delivery and development partners. Permission has been granted for a mixed-use scheme incorporating a supermarket in the first phase of Alkerden Market Centre. As previously mentioned, work has commenced on the Education Campus. Remaining parcels immediately to the north and south/southeast are yet to come forward.
- 1.7 The area of the site is 0.416ha. It measures approximately 55m from north to south and 70m from east to west. The application site is irregular in shape owing to its location on the corner of a major junction between the Fastrack corridor immediately to the south and Primary Street, which includes segregated cycleway and footway, immediately to the east (the detailed design for both being secured under separate RMAs) together with the division of the remainder of the parcel into two adjacent sub-parcels to the north (Parcel 4A) and west (Parcel 4B). Pre-application discussions are underway for extra care accommodation in the sub-parcel immediately to the west. Pre-application for the sub-parcel to the north is on hold while options are being considered by the developer.

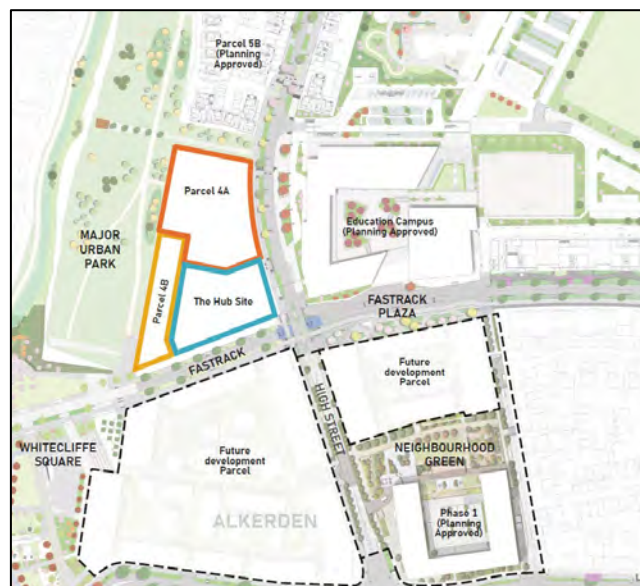


Figure 1: Site location – outlined in blue

- 1.8 Former quarrying activity at EQ has created a dramatic landscape with steep chalk cliffs around perimeter. Much of the former quarry has been backfilled with Thanet Sand over the worked chalk but there are still considerable land level differences between the quarry floor and the site's surrounding areas. Earthworks for Alkerden have previously been approved under a separate planning application for advance infrastructure and these works have been undertaken at the site to form the development platform. The site levels fall from northeast to southwest by some 5m which must be accommodated within the design of the building and surrounding ancillary space.
- 1.9 The site is located in a highly sustainable location at the centre of the middle village which, as its name 'Market Centre' suggests, will form the heart of the wider development site, providing the principal commercial and community services for residents, including the approved education campus featuring primary and secondary schools with dual-use sports facilities. It is extremely well-connected to the Fastrack corridor as well as the wider road and cycling network. It also in close proximity to the

major urban park public open space which is masterplanned between Alkerden and Ashmere villages to the west of the site.

Proposal

- 1.10 The application seeks approval of all reserved matters (access, appearance, layout, scale and landscaping) pursuant to the extant outline permission for EQ for the construction of a multi-purpose community hub (the 'Hub'), constructed as a single building. The Hub would deliver obligated s106 and conditional requirements pursuant to the outline planning permission for Eastern Quarry, together with other spaces and services to create a vibrant, flexible space of co-located services to serve the local community.
- 1.11 Although no contracts have yet been entered into, the applicant has been working closely with anticipated end users of the building including the Ebbsfleet Garden City Trust (EGCT), the Integrated Care Board (ICB) and Kent County Council (KCC) to design a building which meets the needs of the end users. Extensive community engagement has also been undertaken.
- 1.12 The proposed building would consist of a health facility to be located to the western half of the building over two floors and a Lifelong Learning Centre (LLLC) to the eastern half consisting of a 2-storey section in the centre of the building and 3-storey section to the western corner, at the junction of the Fastrack corridor and the Primary Street. A detailed breakdown of the spaces and how the building delivers requirements of the outline planning permission is set out in the appraisal section below but broadly the Hub would provide the following:
- Health Facility
 - KCC Lifelong Learning Centre
 - Social Care Space
 - Police Accommodation
 - Job Centre
 - Multi-purpose Hall including use as a Religious Facility
 - Library
 - Multi-purpose Studios
 - Co-working Spaces
 - Family Hub
 - Café
- 1.13 The proposals also include delivery of an external landscaped parking area associated with the Hub to the rear (north) of the proposed building, accessed from the Primary north-south street. This car park would provide parking for the Hub as well as a provision for the Education Campus opposite, as required by a Legal Agreement secured in association with the relevant reserved matters approval for the Campus (reference EDC/20/0002).
- 1.14 Although yet to be finalised, it is intended the Ebbsfleet Garden City Trust (EGCT) will be the freeholder of the Hub and will manage the building on a series of lease agreements or use/hire agreements to relevant bodies such as the ICB, KCC and private businesses and operators to utilise the spaces. The operating model will offer some fixed, regular leased/licensed/hireable spaces as well as standard flexible/seasonal hire options.

- 1.15 Pursuant to condition 25 of the outline permission for EQ, which requires the submission of details to be provided with any RMA, details of the following sections in relation to the condition have been provided in the submission and will be discussed in the appraisal below:
- a) Updated area plan
 - b) Landscaping
 - c) Materials
 - d) Street lighting and furniture
 - e) Boundary treatment
 - f) Surface finishes and hard landscaping
 - h) External lighting (not street lighting)
 - j) Cycle Parking
 - m) Internal layout of community facility building
- 1.16 The schedule of open spaces as required by part g) of Condition 25 of the outline permission lies outside the red line boundary of the application site, being delivered to the west in the form of the Major Urban Park. In addition, details relating to part k) television receivers and l) Signage and interpretation are also not relevant to this application.
- 1.17 A strategy for Public Art has been identified in the AMP for Alkerden including potential locations which lie outside this parcel. Details relating to public art as required by part i) of condition 25 is therefore not relevant to this application. It should be noted, however, that opportunities for the provision of public art had been raised with the applicant as a suitable location given the nature of the use of the site. While some engagement had been undertaken by the developer to identify a brief for public art within the site, this has not been developed further. The applicant has now identified that the scope is now proposed within the internal fabric of the building rather than the external and further details on the public art provision will come forward during the detailed design stage in collaboration with relevant interested parties. Since it is not a requirement of the OPP, this has not been pursued further.
- 1.18 In accordance with condition 28 of the outline permission, a noise assessment has been submitted to support the RMA.
- 1.19 Condition 29 of the outline permission requires the submission of details of any telecommunication masts proposed relating to the area they are located within, so far as possible. Installation of telecommunications equipment is to be delivered by the site wide landowner (Henley Camland). None are proposed in this phase so this is not applicable to this application.

2.0 RELEVANT PLANNING HISTORY

Outline Planning Permission

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

N.B. The outline planning permission reserved all matters for future development but fixed certain elements including a Land Use Disposition Plan, several high-level strategies (covering landscape, design, phasing, public art, community participation, community and leisure facilities, sustainable development, education and transport)

and a s106 Agreement, which form a framework for the development as it comes forward.

Subsequently, a series of other strategies have been approved by condition pursuant to outline planning permission which include:

- Site Wide Masterplan
- Alkerden Area Masterplan & Area Design Code
- Waste Management Plan
- BAP (Biodiversity Action Plan) Implementation Programme
- Utilities Framework
- Sustainable Construction Code
- Water Conservation Plan
- archaeological field evaluation report

Approval of details sought for approval under the outline permission as a reserved matters application (RMA) must comply with the approved strategies.

Other permissions

- 2.2 EDC/18/0086 Reserved Matters Application pursuant to Conditions 2 and 18 of planning permission reference no. EDC/17/0048 relating to advanced infrastructure works in the form of land forming and earthworks within the Central and Western villages (excluding Alkerden Farm). Approved 06.03.19

3.0 PUBLICITY AND REPRESENTATIONS

- 3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list.
- 3.2 Neighbour notification letters were sent to 259 local addresses. The proposals were advertised on site via 5no. notices and publication in a local newspaper for the following reason:
- Major Development
- 3.3 Site Notice expiry date: 26.06.24
- 3.4 Press Notice expiry date: 27.06.24
- 3.5 At the time of publishing this report no written representations had been received.

4.0 CONSULTATION RESPONSES

- 4.1 The following organisations were consulted on the application and the latest responses, including those from re-consultations on amended/additional information, have been received and summarised below:-
- 4.2 Kent Highways and Transportation:
(25.09.24) No objection with comments as follows:

- **ACCESS:** Junction arrangements comply with LTN 1/20 and is acceptable. The application confirms only the bellmouth, inclusive of the footway and cycleway, will be offered to KCC for adoption. This is acceptable and KCC request to be consulted in future to review any detailed designs/road safety audits as appropriate.
- **TRIP GENERATION:** Original submission sufficiently demonstrated data to represent the health facility. Additional information has been submitted to address questions raised for the calculations for the community centre trip generation. The inclusion of a comprehensive arrival/departure table within the Response document is welcomed and further assists with clarification.
- **PARKING:** The Response document confirms that there will be 43 vehicle parking spaces, plus an ambulance bay.

Having considered the revised development proposals and the effect on the highway network, no objection is raised to this application on behalf of the Local Highway Authority, provided conditions relating to the following are secured in relation to the provision and retention of: Visibility splays; Parking spaces; EV charging infrastructure; 41 secure and sheltered cycle spaces, including 2 accessible cycle spaces; Travel Plan to include objectives and modal-split targets, a programme of implementation and provision for monitoring, review and improvement; Full Parking Management Plan.

Additional Information –

Whilst the site is not to be offered for adoption (excluding the access) there are a number recommendations regarding the layout which the applicant is encouraged to consider:

- The trees either side of the site access should not overhang the cycleway as they could pose a safety risk for cyclists, either through overhead collision or through reducing visibility. The species of tree chosen must be carefully considered to ensure vehicles can see approaching cyclists in both directions prior to crossing the cycleway. It is recommended that trees with narrow trunks are considered.
- It is noted that the parking bay sizes align with those provided within the Alkerden Market Centre Car Park, and adjustment to the parking bay sizes at this stage of the design would lead to a loss of parking bays. However, it is disappointing that the minimum required dimensions have been proposed for this site as vehicles are more likely to overhang minimum dimension sized parking spaces, potentially leading to obstruction of the carriageway/footway within the site.
- The amendments to the vegetation are noted and expected to reduce the risk of overrunning by vehicles parked in adjacent spaces. The Response document states vehicle tracking will be updated as part of a revised TA, though this has not been received.
- The adjustments to the parking bay layout to reduce the conflicts of a reversing ambulance are noted. Likewise it is noted that the delivery bay will have a waiting restriction, increasing the likelihood that this space can be utilised by an ambulance to manoeuvre.
- It is disappointing that a segregated footway is not being provided on the northern part of the site and KCC's preference is for this to be provided. It is strongly recommended that consideration is given to the connections between this, the northern and the western sites as designs for each site progress.
- The provision of level access from the eastern crossing to the front of the building is welcomed. It is strongly recommended that a stepped route in the southwestern corner of the site is provided to increase pedestrian permeability. Though individuals may be able to travel via paths within the adjacent park (though this is dependent on the final designs for the adjacent northern residential parcel), they may not wish to

during periods of inclement weather, hours of darkness, or for personal safety reasons. It is considered that individuals may utilise the healthcare facility as a through route (during business hours) if no other option is available (other than traversing the perimeter the of the building).

- It is recommended that the planting areas either side of the Fastrack route crossings (south of the Hub building) have their corners rounded to reduce the likelihood of vegetation being trampled. Though there are several crossing points in close proximity, pedestrian desire lines typically result in the shortest route being used, with individuals “cutting corners” as a result, potentially trampling low level vegetation.

EDC Officer comment: The above comments so far as they cover KCC’s legislative responsibility are welcomed. It is noted no objection is raised and further discussion and detail is set out in the Highways and Parking section of the report below. Relevant conditions have been drafted in the decision notice above.

In relation to their additional comments:

- *The trees have been amended to a more slender species of Hornbeam tree and a landscape management condition will cover the maintenance of the tree to avoid overhanging the cycleway.*
- *Parking bays are shown at 4.8m x 2.4m rather than the Kent Design Guide recommendation for 5.0m x 2.5m. It is acknowledged the smaller size may give rise to overhanging particularly in the case of larger vehicles. It is noted the same size parking spaces were approved in the first phase of Alkerden Market Centre and these sizes comply with Building Regulations. The applicant advised the larger spaces were explored but would lead to a loss of 5 parking bays which is not desirable. The proposed layout will require more considerate parking in some areas, noting that 4 spaces are enlarged for mobility, and potentially on site management (which will be secured by condition). However, the larger sized bays are negligibly larger than the recommended standards such that the loss of 5 parking bays would cause greater harm to the overall scheme. Amendments have therefore not been sought on this basis.*
- *Further consideration will be given to access safety and legibility to the adjacent sites to the north and west as pre-application discussions progress on both parcels which are outside this red line boundary (which KCC have contributed to). A condition is recommended for hard surfacing materials for the identification of any pathways through the site.*
- *The provision of the access points is the result of discussion with the applicant to ensure footfall activates and enlivens the main entrances rather than diluting with multiple pathways. The provision of a stepped access at this point would cause challenges given the levels and would compromise the cycle parking and plaza.*
- *The Fastrack landscaping has been provided with square corners which is in keeping with the design along the rest of the corridor. More structural planting to these points of concern can be added to address this issue as part of the final soft landscaping detail to be secured by condition.*

4.3 KCC Ecology

(24.06.24) No additional survey information is required to determine the planning application but additional information on the bat and bird boxes to be installed in the site must be provided.

The Ecological letter submitted with the application details a site visit was carried out in February 2024 and at the time of the visit the site was unsuitable for protected/notable species and there are no ecological constraints associated with the proposal. The letter has highlighted that at the time of the survey the site was starting

to revegetate and there was a risk that the site may be used by skylarks. KCC advise that at the end of the breeding bird season the vegetation must be regularly cut to prevent habitat support protected/notable species establishing on site, prior to works commencing, which may affect protected species.

KCC have reviewed the submitted landscaping plans and, as detailed within the Middlemarch letter, are satisfied that the planting within the site will consist of at least 25% native species.

As part of condition 15 for the outline planning permission, there is a requirement for a biodiversity action plan (referred to as a 'mini BAP'). This document details that there is a requirement for each application to implement the following:

- 5 bird boxes per hectare – A range of bird boxes should be installed to benefit as many species as possible. These could include sparrow terrace boxes, swift boxes or bricks, open fronted and hole nest boxes.
- 5 bat boxes per hectare – A range of bat boxes and bricks should be installed on properties around the parcel focusing on those close to green corridors which will be utilised for commuting and foraging.

The letter submitted with the application details that the site area of Alkerden Hub is approximately 1 ha and it is therefore recommended that at least 5 bat and 5 bird boxes are installed. The most appropriate bird box for this section of the development would be integrated swift boxes or bricks such as the Ibstock Swift Eco Habitat – 3 or similar. KCC are unable to find evidence in the landscaping plan or the Design and Access Statement that the bat and bird boxes will be installed. KCC require confirmation that the bird and bat boxes will be installed within the site.

EDC Officer comment: Further discussion is set out under the Ecology section of the report below. A pre-commencement condition is recommended in respect of site clearance to ensure there is no harm to protected species, which the applicant has agreed to. Other conditions have also been included to secure recommended ecological enhancements which the applicant has also agreed to provide.

4.4 KCC Strategic Development & Place Division

(27.07.24) The Programme Manager confirmed the following:

- Community Services (Libraries/Youth/Social Care/Adult Ed) have been engaged in the process and have identified floorspace provision.
- KCC support Alkerden Hub as a location for their services in the future
- KCC will take up floorspace going forward as it is built out and as services require it.
- KCC Infrastructure Team will take forward with KCC Community Services the occupation by these services with EDC

4.5 KCC Lead Local Flood Authority

(10.07.24) No objection

4.6 NHS Kent & Medway Integrated Care Board (ICB)

(04.06.24) Concerns raised regarding building's Overheating Assessment particularly findings within the submitted report noting almost every room fails when assessed against BREEAM criteria when measured against the future projected Design Weather data to review building performance for future weather patterns.

NHS Kent and Medway will continue to work with the applicant and EDC to ensure appropriate actions are taken to help mitigate the impact of higher global temperatures.

Would welcome the opportunity to influence both the building's internal and external layout and design to help ensure the building is able to provide healthcare services into the future. This could include provision of external solar shading, reflective coatings on windows, blind and internal ceiling fans, air conditioning and passive cooling. Installation of a green roof should also be considered to help lower the temperature on the rooftop and strategically placed trees would help provide shade.

Would also be interested to hear if anything further could be done to improve the building's efficiency and make it more comfortable during high temperature periods.

EDC Officer comment: Consultation was undertaken with the ICB on the application given their interest in the site to operate the health space, although no contracts have been agreed in respect of occupation. The ICB has been engaged on the design of the building via EDC's Project Team. The comments received relate primarily to the sustainability of the building which has been examined separately by the EDC's Planning Sustainability Consultant, whose comments are set out below at 4.7.

4.7 EDC Sustainability Consultant – Paul Appleby

(24.06.24) None of the windows benefit from external shading. Do not consider recess depths provides adequate shading from the sun. Proposal features full height windows and occupy 70% of the external wall area on the LLLC. No mention of solar heat gain coefficient (SHGC) planned for the glazing. Area of window extended below desk height provides little benefit for daylighting and limits the usability of external wall area. These issues result in excessive heat gains for the rooms on the south elevation in particular, which can be seen from the results of the submitted Overheating Assessment using the long term temperature profile factoring in global warming. It is noted that a mixed mode approach is proposed that allows occupants to open windows whilst providing a cooling capability when temperatures become unacceptably high. It is also proposed to incorporate a 'night cooling' function which requires automatic motor driven window opening at night. Query raised with effectiveness of a night cooling strategy which is generally associated with exposed soffits, given architectural sections indicating use of false ceilings.

External shading and smaller windows would both reduce the amount of cooling required and the length of time that plant would have to operate, hence reducing associated CO2 emissions. Smaller windows would also reduce heat loss and associated CO2 emissions. For mixed mode to operate successfully each room would require separate control of window and cooling functions – it should not be possible for cooling and natural ventilation to occur simultaneously in a given room. There may be occasions when some rooms require cooling whilst others heating – the roof mounted Variable Refrigerant Volume (VRV) system needs to offer this flexibility.

There appears to be some confusion about the exact area of PV proposed: the Skelly & Couch Zero Carbon report concludes that 100m² is the most feasible option compared with 200m², whilst the HTA plans show a total area of around 270m². It is noted that the area has been limited by keeping the PV panels away from areas designated for greening. However at least twice the area of both PV and green roof could be provided if a 'bio-solar' approach is taken – i.e. PV mounted on the green roofs. In this context it is noted that the incorporation of battery electricity storage is discounted without considering how batteries can extend the period over which the

electricity generated by PVs can be used when no solar energy is available. It would have been useful to see an economic analysis for this.

There does appear to be a lack of ambition with regard to reducing CO2 emissions to anywhere near zero, both in the building design and the services strategy. Further there is no analysis of embodied carbon and any mitigation that is proposed to reduce lifetime carbon/GHG emissions associated with construction and materials, other than a statement of intent.

Other comments:

- It is unclear from the plans what facilities are to be provided for cyclists in respect of changing.
 - Noise Assessment only assesses the potential noise impact of mechanical services plant on neighbouring occupants. Does not appear to be a prediction of likely background noise levels once nearby roads reach maximum capacity and no mention of the potential noise impact from performances in the hall at night.
 - No Air Quality Assessment submitted.
 - Permeable paving should be maximised.
 - Little information is provided on a water conservation strategy, particularly for the health facility which could have a greater demand than other building uses e.g. office.
- *Re-consultation comments (06.10.24)*

Overheating analysis has been provided for two alternative external shading strategies employing horizontal and vertical fins of 600 and 1500mm depth. Although this analysis indicates failure to avoid overheating under CIBSE's future climate scenarios DSY2 and DSY3 for the majority of spaces analysed it appears to be based on the original HTA plans and there is no mention of night cooling. There is no response to the suggestion to remove false ceilings to improve the effectiveness of a night cooling strategy.

Good to see that windows on the south, east and west facades are no longer full height but unsure why this should not apply to the north façade. No revised daylighting analysis has been submitted to justify this.

There has been resistance to external shading. There is no doubt that horizontal fins directly above glazed areas on the south façade would significantly reduce heat gain and hence the duration that cooling would be required and associated carbon emissions. Unfortunately no analysis of this has been forthcoming. However I am glad that a VRV system is proposed that will allow simultaneous heating and cooling in different areas, but it is important that the controls do not allow cooling and window opening in the same room at the same time.

There is no doubt that the reduction in window area and the development of cooling strategy referred to by Skelly & Couch will have an important impact on carbon emissions, although I remain convinced that 600-800mm deep horizontal shading directly above windows in the south facing elevation would have a significant impact on both carbon emissions and the environmental quality of the south facing rooms.

It is difficult to tell from the resubmission documentation what the revised areas of PV and green roof are. The HTA plans for the 2nd floor and roof show two different layouts over the health centre. There is no explanation as to why my recommendation to combine PVs and green roof into a 'biosolar' roof has not been considered. This would significantly increase the areas of both and, particularly when

combined with battery storage, reduce operational carbon emissions, and enhance the ecological value of this site, which currently has very little soft landscaping.

With regard to whole life and embodied carbon predictions it is recognised that these are difficult to estimate for a shell & core design since they will be impacted by fit-out. The figures quoted in Twin & Earth's undated Sustainability Matrix predict an Energy Use Intensity of 49.44 kWh/m²/yr and whole life carbon of 1106 kgCO₂eq/m²/yr. However these figures are meaningless without comparison against established targets such as those produced by LETI and UKGBC. With regard to embodied carbon specifically it is more important to understand what measures are being taken to reduce whole life emissions, such as through material choice, low carbon cement and modern methods of construction/offsite prefabrication etc.

The resubmitted scheme is a definite improvement with respect to its carbon performance on the previous submission. The absence of response on the architectural implications of recommendations made is disappointing. Clearly the elevations would change markedly if external shading were incorporated but its exclusion is as much an architectural decision as carbon-related and I would like to have seen justification from HTA as well as Skelly & Couch. I can see no reason, apart from economic perhaps, why biosolar roofs have not been considered, along with batteries.

Other comments:

- Changing facilities and showers in the health centre are welcomed. Similar facilities for the LLLC do not appear to be proposed.
- Noise, air quality, landscape/drainage and water consumption comments have not been responded to.

EDC Officer comment: The provision of solar shading has been raised with the applicant but has not been delivered in the fabric of the building which is disappointing. Further consideration in respect of opportunities to improve the use of the roof for sustainability, including the extent of coverage by PV panels and green roof is considered to be an opportunity for detailed design and is therefore included in condition 10 above. Further discussion on sustainability including solar shading, PV and biosolar roofs is set out in the Sustainability section of the report below. Further details in respect of the VRV (Variable Refrigerant Volume) system referenced by the consultant (also known as the generic term 'VRF' (Variable Refrigerant Flow)) will be conditioned to ensure they accord with the objectives of the submitted reports.

In relation to the reduction in window size, it is considered that since the windows on the north elevation would not receive direct sunlight by reason of their orientation, a revised daylighting analysis is not required and has not been requested. The predicted figures for whole life and embodied carbon have been compared against the EDC's draft Ebbsfleet Sustainability Assessment. EUI of less than 55kWh/m²/y is the LETI target and therefore identified as the Net-zero best practice. This is supported in accordance with the shell and core assessment, while further implications of carbon and energy efficiencies are examined further in the Sustainability section of the report below.

Comments made in respect of drainage/permeable paving and noise are covered by other specialist and statutory consultees, as listed above/below and are discussed in the report as required. The applicant has confirmed there are currently no shower facilities in the LLLC for cyclists however, they agree to provision of a condition for this to be explored. Air quality has been addressed under the OPP.

4.8 EDC Landscape Consultant – CSA

(19.09.24) Updated submission documents have been reviewed and noted amendments including: the provision of a footpath at the eastern vehicular entrance, updates to tree girths along the Fastrack corridor and amendment to proposed paving arrangements to the south of the building to reduce the extent of colour change. These amendments are welcomed. Also noted that seating is now shown in the small communal area at the western end of the building which is a welcome addition.

Within the car parking area, welcome the addition of root barriers to those planting areas that are smaller and contained proposed trees. However, we note that the car parking spaces have not been broken up with planting areas as per our previous comments. Generally they should be broken up every 4-5 spaces to reduce the dominance of cars. There are still several runs of about 8-9 spaces without a break, including at the western end of the car park, with no allowance for planting to soften the future phase of development to the west.

The revised 2nd floor plans are still showing an outdoor amenity area on the roof as well as areas for green roof, which is welcomed, but some details of what these areas will comprise in terms of hard and soft landscape materials, and street furniture is required.

EDC Officer comment: The desirability for additional trees to break up the dominance of cars is noted. It is also acknowledged provision of additional planting would be likely to lead to a loss of car parking spaces which would be less desirable based on the identified demand in the submitted Transport Assessment. Further detail on this is provided in the Highways and Landscape sections of the appraisal below. Further details required in relation to the green roof, outdoor amenity area to the 2nd floor amenity area, hard/soft landscaping and street furniture will all be conditioned.

4.9 EDC Noise Consultant – Bureau Veritas

(11.06.24) Agree with the policies and adopted assessment methodology, noise survey and plant noise assessment as set out in the submitted noise assessment report. Satisfied that noise from building services plant located on the roof of the proposed Civic Hub building can be controlled so as not to result in unacceptable impacts at future nearby residential buildings (once built and occupied). However, it must be demonstrated that the design and implemented sound attenuation measures ensure that the Rating noise level (including required acoustic character corrections, if applicable) achieve the proposed noise limits (not exceeding the typical representative background sound level).

Approval, if given, should therefore be conditioned on provision of a further assessment demonstrating compliance with the limits, with validation testing once the plant is installed and operational.

EDC Officer comment: Further discussion is set out in the Amenity section of the report below. A condition is recommended to ensure the development operates within acceptable noise limits to avoid harm to neighbouring amenity.

4.10 Kent Police – Design Out Crime Officer*

(03.06.24) No objection but several comments and recommendations:

Layout & Design –

- Should be natural surveillance to parking areas. CCTV should be installed for further monitoring – advice provided on where these should be located. Recommend gating access roads. Parking areas to prevent nuisance parking and misuse out of hours.
- Defined pedestrian routes to/from the building recommended to avoid conflict with vehicles. Creation of desire lines should be discouraged
- Lighting needs to be assessed by a professional engineer, provide safe access to the building for safety and should confirm to minimum standards
- Alarm system and access control should be installed
- External doors, windows, curtain walling and any shutters to meet the necessary certified standards
- Bin stores to be secured and lit
- Maintenance roof access to be securely locked
- Consideration of tree species so as not to impede surveillance or effectiveness of lighting and hedges should be no higher than 1m.
- The entire health facility must be enclosed in order to control access by pedestrians.
- There should be no structures or physical features that compromise the security of the perimeter.
- Vulnerability of computers and office equipment to be considered, as well as personal attack alarm at receptions

EDC Officer comment: It is considered the layout of the building provides natural surveillance over the parking area from the windows on the north elevation. While CCTV may be of benefit, it cannot be assumed that it will be necessary. CCTV has not generally been secured for other car parks within EQ and there will be a level of natural surveillance and movement through the site, particularly given the access requirements to the adjacent parcels as part of future developments. It is therefore considered that should provision be required in the future, this will be covered by permitted development rights (which have not been removed by the OPP). Gated access is not supported given the public use of the site and the likely provision through the site to provide access to parcels 4A and 4B immediately to the north and west of the Hub.

Limited information has been submitted with regards to lighting and this will need further details to be submitted by condition. This is discussed further in the appraisal below. Shutters are not proposed and are not supported from a design perspective and the perception from the street of community integration. Bin stores are integrated within the building. Trees proposed in the rear car park would not obstruct visibility from the upper floor windows; natural surveillance would be maintained. Some shrub planting is proposed at a height of 1/1.5m which may slightly exceed the recommended height for hedges but these would not be planted so as to form a solid hedgerow. The proposed layout provides door access between the health facility and LLLC which provides opportunities for security as well as interconnectivity to integrate services. No structures are proposed around the perimeter that would be considered to compromise the security of the building.

Remaining comments in respect of alarm systems, access controls, external doors/window/shutter/curtain walling standards, roof access, internal fittings and equipment of the health facility fall beyond the planning remit and issues should be discussed with the Operator. The applicant has been made aware of the comments for their own consideration of these matters and liaison with future Operator(s).

**N.B. Engagement was also undertaken with the Lee Cheesman, Dartford Community Safety Unit at Kent Police who has been engaged in discussions regarding the police space to be provided within the Hub who confirmed the space meets requirements with the intended use for local officers and PCSO's to use the*

office space as a reporting hub to carry out daily admin as opposed to needing to travel to a local station, which keeps them visible in the community. The police accommodation is discussed further in the appraisal below.

4.11 Southern Water

(24.06.24) The sewers services at this location are the responsibility of Independent Water Networks Ltd. There is an inset agreement/NAV agreement in place between Southern Water and IWNL for the supply of sewerage services. The connection/discharge points to the public network and agreed discharge flow rates must be complied with inset/NAV (New Appointments and Variations) agreements terms.

4.12 Health & Safety Executive – Planning Gateway One

(04.06.24) From the information you have provided for this planning application, it does not appear to fall under the remit of planning gateway one because the height condition and use of a relevant building is not met.

4.13 Kent Fire & Rescue Service

(12.07.24) It appears the emergency access requirements under the act [County of Kent Act 1981 Section 53] have been met.

Applicants should be aware that in the event of planning permission being granted the Fire and Rescue Service would require emergency access, as required under the Building Regulations 2010, to be established.

Fire Service access and facility provisions are a requirement under B5 of the Building Regulations 2010 and must be complied with to the satisfaction of the Building Control Authority. A full plans submission should be made to the relevant building control body who have a statutory obligation to consult with the Fire and Rescue Service.

4.14 Swanscombe & Greenhithe Town Council

(13.06.24) No observations

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

- Thames Water
- Cllrs Victoria Akintomide-Akinwamide, Jonathon S Hawkes and Danny Nicklen

5.0 **PLANNING POLICY**

5.1 National Policy & Guidance

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

5.2 Development Plan

The Dartford Plan to 2037 (2024):

- S1 - Borough Spatial Strategy
- S2 - Infrastructure Planning Strategy

S3	-	Climate Change Strategy
S4	-	Borough Development Levels
E1	-	Ebbsfleet and Swanscombe Strategy
E2	-	Ebbsfleet Garden City Development Principles
E5	-	Alkerden and Ashmere Allocation
M1	-	Good Design in Dartford
M2	-	Environmental and Amenity Protection
M3	-	Sustainable Technology, Construction and Performance
M14	-	Biodiversity and Landscape
M15	-	Travel Management
M16	-	Active Travel, Access and Parking
M17	-	Community Uses

5.3 Other Guidance

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

6.0 **PLANNING APPRAISAL**

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

Principle of Development & Outline Planning Permission Obligations

- 6.2 The NPPF identifies achieving sustainable development through three overarching objectives, including a social objective supporting delivery of strong, vibrant and healthy communities by fostering well-designed, beautiful and safe places, with accessible services that reflect current and future needs and supports communities' health, social and cultural well-being (paragraph 8). It sets out that decisions should aim to aim to achieve healthy, inclusive and safe places and beautiful buildings which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs and identifies the importance of social interaction, for example through mixed-use developments (paragraph 96). It supports the provision of social, recreational and cultural facilities to service the community needs, requiring planning decisions to plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments (paragraph 97).
- 6.3 Policies S1 and S2 of the Dartford Plan identify key development sites in the Borough to meet assessed needs, securing new infrastructure provision and brownfield land re-use, creating neighbourhoods which are resilient and adaptive to climate change and deliver community uses including education, health, sports facilities and cultural services. Policy E1 identifies the delivery of a 21st century garden city at Ebbsfleet,

achieved through the co-ordinated delivery of well-designed, well-served mixed neighbourhoods which will include health facilities. Policy E2 identifies garden city development principles which include the provision of accessible and attractive new District Centres and community and public facilities in walkable, vibrant, sociable neighbourhoods, while policy E5 expands on these principles, supporting the principle for delivery of mixed residential neighbourhoods supported by provision of centres with community facilities and local services, identifying Alkerden as a significant local hub for Ebbsfleet garden city with a District Centre which will include an education campus and medical/ healthcare provision. Policy M17 focuses on community uses and states new community facilities will be supported where they are in an appropriate location and of a type, scale and design to reflect the needs of the existing and emerging communities they will serve. Delivery Theme 5 of the Implementation on 'Civic Community' seeks to optimise the quality of life for local people through the provision of accessible social infrastructure, cultural, community, education, recreational, and local shopping facilities, within healthy, well-connected neighbourhoods which are open and accessible to everyone.

6.4 Outline planning permission (OPP) has already been secured for the whole of EQ. The OPP secured certain obligations for the Site Owner to deliver several community facilities. The application seeks to deliver compatible facilities together by combining them within a single building. This principle of co-location is welcomed as best practice, providing a spatial focus within the development site, generating greater activity and footfall and better opportunities for flexibility of spaces as demands evolve, and is supported by paragraph 96 of the NPPF.

6.5 The obligations in the OPP are as follows:

Facility	Size required by OPP
Health Facility + Ambulance hardstanding	To accommodate 8 GPs (or alternative health care provision) + 170m ² for social care
Lifelong Learning Centre ('LLLLC') to include: - Information centre - Adult Education Services - Adult Social Services (non-clinical) - Youth Services - Library Services	1,415m ²
Community Police Accommodation	Up to 50m ²
Job Centre	30m ²
Religious Facility	Maximum in total 0.4ha

Table 1: OPP requirements

6.6 Relevant triggers and required level of finish/specification to be provided by the Site Owner are also identified for each of the facilities under the OPP. The triggers ensure the appropriate phased delivery rate in accordance with agreed masterplanning to provide a flow and complementary range of development, facilities and infrastructure, as required by Policy S4 of the Dartford Plan.

6.7 There are no specified floor areas under the OPP for the health facility (with the exception of the associated social care provision). Consequently the requisite floor area has been identified in collaboration with the Kent and Medway ICB and layouts refined during pre-application discussions to suit their requirements. The proposed

floor layout identifies 17 consultation rooms and extensive ancillary spaces including nurses office, reception/waiting areas, private weight and measurement rooms, staff space, WCs and changing rooms, which would be in excess of a standardised 8GP facility. The provision is therefore considered to meet the requirements of the OPP. The additional 170m² of social care space has been provided separately within the building on the ground and first floor, located alongside other spaces to be operated by KCC, which meets the requirement and is welcomed in the interests of integration.

- 6.8 Since the OPP was originally secured in 2007, delivery of services and best practice has moved on. This has been identified through engagement with the local community, KCC and the proposed operator, EGCT, who has reached out to several local groups. KCC in particular has identified that the amount of space allocated to services under the OPP is no longer reflective of the way these services are now delivered and spatial requirements are smaller overall due to a desire to integrate services. It is also identified in Policy M17 of the Dartford Plan which states that wherever possible, new facilities must be provided and designed in a way that allows flexible operation by a variety of users. Delivery of the overall floorspace as required by the OPP and how this might be applied in a flexible way has therefore been discussed with EDC officers as part of the pre-application engagement. As such, the proposal seeks to deliver an enhanced scheme that provides a more bespoke range of uses in addition to the s106 requirements, while maintaining the delivery of the overall obligated floorspace. Within the footprint of the building, therefore, complementary additional uses have been included following a period of engagement with prospective end users to reflect the needs of the local community and consequently some uses have been reimaged.
- 6.9 It is acknowledged that at the time of this report the full and precise details of the operation of each service within the Hub is not fully known and engagement is still being undertaken with prospective users on their emerging service models. However, information has been provided in the application to demonstrate how the delivery of services is intended to work.
- 6.10 The application identifies that the Hub design is largely focussed on co-location, which gives the building operator the ability to change and adapt and provide an integrated solution to users such as KCC, who will be one of the primary users and who are moving towards a more integrated approach to providing services than that previously envisaged by the s106. For example, rather than provide standalone early years services identified in the LLLC, this provision has now been replaced by the concept of a 'Family Hub', which is described as a flexible space accessible to Parents/Carers and their children aged 0-19 years old, and up to 25 years old if they have special educational needs and disabilities. It can also be accessed by parents-to-be. Services could include early years education; training or finding a new job; antenatal classes; healthy child clinics; support with breastfeeding; support with parenting and speech and language; drop-in sessions for parents and children; services for children with special needs and disabilities; opportunities for families to get involved with volunteering and designing services. To allow for maximum flexibility, spaces utilised by KCC to run the required services will also be open to the public outside their regular operating hours. While the plans indicate a creche room, this is not intended to operate as an independent nursery but rather integrated with the Family Hub and utilised while Parents/Carers utilise other services provided within the building.
- 6.11 On the 3rd floor, an open plan co-working space has been designed to meet the needs of the growing small business owners looking to co-locate and network with similar businesses as well as provide hot-desking opportunities for statutory services within

the Hub and from surrounding areas. These could also be rented by any other users of the building requiring additional desk space.

- 6.12 An allocation of 50m² for Police accommodation has been provided on the 2nd floor in the form of 5 individual rooms measuring c.10m² each. The s106 requirement for the space is intended 'wholly for use for the provision of community police services' within Alkerden Market Centre and the Alkerden AMP identifies it as a 'drop-in' facility. It is acknowledged provision on the upper floor would challenge the principle of a drop-in facility to serve the public. However, the space has been designed in collaboration with Kent Police to suit their needs. Feedback on the planning application identifies it is fit for their needs, intended to be office space to accommodate computer equipment for local officers and PCSO's to use as a reporting hub to carry out daily admin as opposed to needing to travel to a local station which therefore keeps them visible in the community. It is understood the space will be for sole use by the Police. Given the acceptability of the intended user and compliance with the s106 requirements, the provision is considered to comply with obligations.
- 6.13 The LLLC is also enhanced through the provision of sociable spaces such as a café, centralised library space with associated breakout area. The total area required by the OPP (excluding health provision and religious facility) is 1,665m². The proposal would provide slightly over this at 1,795.7m² and would therefore meet the requirements of the OPP.
- 6.14 The proposal includes a ground floor hall space measuring 223.44m² – or seating capacity for 200 seats – with additional associated space provided for storage, a 'Green' room and 2 x ablutions rooms. Further space is also provided on the first floor in a 'studio' space to operate in conjunction with the hall, which can be subdivided into two. Storage area is also provided to serve the studios. It is intended the hall and studios will provide a worship space for multiple faith groups. The hall can also be hired as a private hire event space for conferences/funerals/exercise classes or a performance space for local art groups or schools. A servery is also provided to serve the hall to facilitate social events. The total area of space allocated to the religious facility has been calculated at 397.2m². While this falls well below the maximum space of 0.4ha identified in the OPP for religious space, this is an 'up to' figure. The space proposed has been calculated based on identified demand through engagement with local religious groups. Should further demand be identified in the future and a proposal put forward for additional religious space elsewhere in EQ, there would be capacity in accordance with the quantum secured under the OPP to support the principle of further delivery. The principle of provision of a multi-faith space is supported and the requirements of the OPP are considered to have been met. It is also noted the OPP imposed a condition (58) limiting the size of a theatre to 200 seats to prevent any detrimental impact on existing neighbouring town centre theatres and therefore the viability of those town centres. While performances may be facilitated within the space, the hall has not been designed as a theatre *per se* and the capacity falls within the required parameters. A further OPP condition (33) requires a single unit for commercial leisure use (falling within Use Class D2 – now Use Class E/F.2/Sui Generis) over 3,000m² would require provision of a Leisure Impact Assessment to include the impact upon town centres and the impact of traffic arising from the use. The proposal for the leisure elements of the Hub falls well below the required threshold and as such no LIA has been provided nor pursued in connection with the application. The application is therefore compliant with the OPP in these respects.
- 6.15 Notwithstanding the uncertainties regarding the exact operation of the spaces, it has been demonstrated the proposal would provide the obligated space to facilitate

provision of health, community and leisure services in accordance with the OPP, albeit in a reimagined model. It is therefore concluded that the proposal meets obligations as set out in the OPP and accompanying s106. It is also noted the EDC's Space in the Plan review, which identified need of community spaces for residents in Ebbsfleet in respect of location and scale, identified opportunity for provision of a 'Scale D – Landmark Facility' to act as a visual and spatial focus for Ebbsfleet with a floor area of between c2500m² to over 4000m². Notwithstanding the floor area will also provide statutory health services the overall scale of the proposed Hub at 3808.8m² GEA aligns with the aspirations for a building of this scale at this location.

- 6.16 The co-location of services will create a dynamic and exciting facility which provides the spaces required by the OPP but with greater opportunity for integrating other uses and creating flexibility to meet the demands of the community, in accordance with national and local policies, which is supported. Necessary planning conditions are suggested to control the use of the building to ensure delivery of a health facility together with flexibility around the community and other ancillary uses, allowing it to evolve and respond to fluctuating demand, while maintaining operation for those broad uses as intended under the OPP. The OPP allows for the health facility to comprise an 8GP space 'or equivalent alternative health provision - to be agreed with the local planning authority', which reflects the change in approach to accessing primary healthcare and an increased focus on promoting healthier lifestyles, building in health and wellbeing into the built environment. While engagement is being undertaken with the ICB regarding services that might be facilitated within the Hub, it is considered appropriate conditions should continue to reflect the focus on 'health' rather than limiting solely to GP surgery provision. It is also proposed to secure a Community Management Plan. An initial framework has been provided with the application which sets out principles for operation. However, a final version is recommended when end users are known.

- *Masterplanning principles*

- 6.17 Provisions secured under the OPP are drawn down through a suite of documents approved by condition which form a comprehensive strategy and set of objectives for the delivery of housing and associated infrastructure. A combined Area Masterplan and Design Code (AMP) for Alkerden have been approved which set out spatial principles to deliver the requirements of the OPP. The OPP specifies that RMAs should generally accord with the AMP unless robust justification is provided.
- 6.18 The AMP for this area identifies the application site for mixed use, to include the Community Police Accommodation and Religious Facility, which the proposal adheres to. In association with the proposed movement network, the site is identified to provide a centralised parking area. This is discussed in further detail later in the report but public parking is provided to the rear of the building.
- 6.19 The AMP/DC refers to provision of a Community Hub within the village which will comprise a vibrant mix of uses and contain a Lifelong Learning Centre. The application site is located within an area identified within the AMP as the 'Market Centre' which is described as the centrepiece to Alkerden and the wider development area which will be a vibrant hive of activity. The location of the application site for the proposed delivery of a Community Hub complies with the vision for the village and is in principle considered to accord with the requirements of the AMP.

Reserved Matters – Access and Layout

- 6.20 Matters relating to access include consideration of the accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Consideration of layout includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development
- 6.21 The NPPF sets out that applications for development should ensure safe and suitable access to the site for all users and that the design of streets, parking areas and other transport elements reflects current national guidance (paragraph 114). It encourages sustainable travel and supports opportunities to promote walking, cycling and public transport use (paragraph 108) together with the creation of places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- 6.22 The provision of a successful layout is intrinsic to good design which is at the heart of Policy M1 of the Dartford Plan which facilitates ‘a sense of sense of place with social interaction, a physical environment encouraging health and wellbeing, attractive active environments and travel options, and secure, inclusive and integrated neighbourhoods through a mix of uses and careful design and layout that ensures that commercial and public facilities are well integrated within the site and the wider locality’. The policy also supports permeability for the site to ‘sufficiently connect to its surrounds and for the public to traverse the site, through clear pedestrian and cycle linkages and, where appropriate, active frontages, open streets, and a fine grain mix of buildings and spaces’.
- 6.23 The Ebbsfleet Implementation Framework Delivery Theme 3 (Connected People and Places) promotes legible networks and the creation of safe, integrated and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport
- 6.24 Broad locations and principles for connections and road corridors within EQ were established under the OPP, particularly in the Transport Strategy and the Site-wide Masterplan. Further detail on the movement network has been set out in the AMP which establishes appropriate street typologies. The AMP further sets out that development in the Market Centre character area should provide a connected welcoming heart with space to enjoy, dwell and move through. There should be a strong positive relationship between the built form and public realm to enhance attractiveness and vibrancy. Blocks should be broadly characterised by edges and centralised car parking areas within the core of the block, not visible from the public realm.
- 6.25 The application site is in a highly sustainable location on the junction of a primary street and Fastrack corridor, both of which provides segregated pedestrian and cycle routes which promotes access routes for active travel. Both of these streets have been granted detailed planning permission so access and layout of the proposal have therefore largely been determined by the location of the consented access road and the fixed location of Fastrack through the heart of Alkerden.
- 6.26 The site is laid out in a single east-west orientated block with the principal elevation fronting the Fastrack corridor, as required by the Alkerden AMP. A parking area is located to the north of the building as surface parking with some landscaping. In this respect the proposal is compliant with the AMP which states that development blocks should be broadly characterised by development at edges and centralised car parking

areas within the core of the block that is not visible from the public realm in order for the public realm to be as welcoming as it can be.



Figure 2: Site layout

- 6.27 A single point of access for vehicles into the proposed car parking area is proposed from the primary north-south street immediately to the east. The junction was designed and approved as part of the approved RMA for Parcel 5B to the north of the site which also included the north-south Primary Street (EDC/21/0114) and is to be retained in this form with a minor amendment moving the junction slightly northwards to accommodate the proposed development design and incorporating a set back pedestrian/cycle crossing to have priority over vehicles. This is noted by Kent Highways who acknowledge the intention for the junction to be adopted and raise no objection. Two access points are provided into the building from the rear for those arriving by car or making deliveries. Access is also provided to the two integrated refuse storage areas to the rear of the building, away from the main street. Refuse vehicles will be expected to access the site from the primary street.
- 6.28 Legible access is provided around the perimeter of the site. The principal access into the building, as reflected through the architectural detailing as the main arrival space, is provided along the south elevation, orientating the building towards prioritisation for pedestrians and cyclists, creating a welcoming arrival experience. Cyclists utilising the dedicated cycle route to the west or south of the building are provided with crossing points to connect into a hard surfaced area along the front of building, which provides access to covered cycle stands to be provided in a prominent position at the front, south-east corner of the building at the street edge. Stepped and ramped accesses are provided to the main front doors. Multiple entrances are provided along the principal elevation providing direct access to different planned services within the building.
- 6.29 With regards to the internal layout, the building has been divided into 3 distinct areas: health facility to the west (2 floors), hall/studios in the centre (2 floors) and LLLC to the east (4 floors), with complementary uses carefully considered and located next to each other. The design of the health facility layout over 2 floors was a preference expressed by the ICB. Internal doors have been maintained at both first and second floor levels to provide connectivity. While the benefits of fully integrated services are recognised in the interests of best practice, increased flexibility and opportunities to fully integrate services across the building, so too sensitive matters in relation to personal health when patients are in discomfort/distress, hygiene/medical cleanliness standards and

security of medical equipment are also recognised as challenges to fully integrated environments. It is also recognised that the ICB requested some separation and this was also reflected in comments from the Kent Police DOCO.

- 6.30 The layout design of the main staircase to promote its use as the primary means of access for able bodied individuals was raised as a concern from EDC officers with a preference to provide an open atrium to better integrate spaces and provide visual connectivity to improve internal articulation and make the staircase the preferable option for individuals who are able to use it. The applicant responded stating requirements to provide an enclosed staircase to deliver safe escape routes in the event of a fire but that glass panels and a skylight will be provided to allow some visual connection with internal spaces and natural daylight with the intention that the internal finishes will create a bright and welcoming space. While this would not be the preferred solution, the requirement for fire compliant circulation spaces is acknowledged. There is also some concern there is insufficient storage for groups and activities within the main hall. No clarification has been provided as to how storage has been calculated. While additional storage would be considered desirable, it is noted that amended plans identify reconfiguration of the internal space which now accommodates a single large store of 12.22m² which would be more practical for the storage of larger items such as tables and chairs for larger gatherings, which is the intended use of the Hall. Further storage provision has been made on the upper floors including on the second floor adjacent to the Family Hub, which is intended for use for buggies.
- 6.31 While discussions with future occupants of the spaces is still ongoing, the internal layout has been designed to accommodate an effective and practical layout as best as possible based on information known at this time. It is acknowledged that as the exact nature of services to be provided is understood, some changes may be required. However, the internal layout and overall structure of the building has been designed such that it would allow for internal divisions to be changed if necessary, which would not affect the overall building envelope or the external appearance. Any changes would be secured through subsequent permissions, as required.
- 6.32 In respect of external spaces, the building has been laid out to facilitate an outdoor terrace on the second floor which has been detailed in the application as being accessible to anyone or any group using the building, subject to safeguarding and access arrangements. In practice, unless previously booked by a group or activity, it is anticipated that this will largely be those in the second (adult learning) or third (co-working space) floor, as this offers a breakout close by without having to go back to the ground floor. The terrace will also provide a quiet place of reflection for the staff of the Trust and other service providers.
- *Accessibility*
- 6.33 Policy M1 of the Dartford Plan states public spaces in and outside buildings must be designed to be inclusive including for young, elderly and less mobile people. Level, step-free access is provided from the car park (including from enlarged accessible car parking spaces) into the building at the rear and from the public realm to the front doors on the principal Fastrack elevation.
- 6.34 Level changes across the site have largely been absorbed within the internal layout. This has resulted in the ground floor level of the health facility being at an elevated level from the street. However, it is considered this assists with challenges that had been identified in providing privacy to the consultation rooms from potential direct

overlooking from the street. Some change in level is still present, which is discussed in the following paragraph.

- 6.35 An access statement has been provided by the applicant, carried out by a separate contractor, which covers travel to the site, parking provision, access routes around the building and internal circulation and access. The report concludes that the proposals at this stage demonstrate a good level of inclusive design will be achieved by the finished scheme. A passenger lift and passenger evacuation lift is detailed in both the health facility and LLLC (a passenger evacuation lift being generally utilised as a normal passenger lift until required by fire and rescue). The second lift in the LLLC will also be required to serve the split-level ground floor which occurs between the middle and eastern portions of the Hub and is less than 1m difference. It is unfortunate the ground floor is not level throughout for the purposes of accessibility but the challenges of the sloping site are recognised and the least intrusive means of accommodating are considered to have been implemented. Options were discussed with the applicant at pre-application including provision of a ramp but this would have required a reasonable take up of space which is already working hard to accommodate serve multiple purposes. A stair core is also provided within each of the western, central and eastern portions of the building which somewhat ease demand on some lift usage.
- 6.36 At the time of the original assessment, it was flagged the submitted access statement was limited inasmuch as it referred only to Building Regulations. A subsequent assessment has been provided which evaluates the scheme against the London Legacy Development Corporation Inclusive Design Standards (which is identified as a recommended standard in accordance with EDC's Public Buildings Design Standards) (an internal assessment tool which moderates proposals for community buildings against a set of design criteria incorporating EDC strategies and other best practice checklists) which demonstrates the spaces have been designed to deliver a fully inclusive environment. In relation to specific points raised by EDC officers, the applicant has confirmed the lift sizes comply with the LLDC standards for 3 of the 4 lifts which allows for one wheelchair user and several other accompanying passengers as well as allowing wheelchair users and individuals with walking aids to turn 180 degrees. The 4th lift has been designed in accordance with IBC requirements to accommodate a stretcher and is therefore slightly larger (at 1100mm x 2100mm rather than 1100mm x 2000mm)
- 6.37 Internal assessments have been undertaken for Inclusive Design (which benchmarks the scheme against the London Legacy Development Corporation's Inclusive Design Standards for Public Buildings) and Design for Dementia (utilising the University of Stirling's Environments for Ageing and Dementia Design Assessment Tool (EADDAT)). With the exception of the provision of an open staircase as discussed above, the proposal aligns with the principles in both assessments. Consideration of accessibility has clearly been factored into the layout of the building and is well designed and compliant with policy.

Reserved Matters – Scale and Appearance

- 6.38 Consideration of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings. Matters of appearance refer to a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour, and texture.
- 6.39 The NPPF states that the creation of high-quality, beautiful and sustainable buildings is fundamental to what the planning and development process should achieve and that

good design is a key aspect of sustainable development (paragraph 131). Paragraph 135 requires developments to function well and add to the overall quality of the area for the lifetime of the development, are visually attractive as a result of good architecture, sympathetic to local character including the surrounding built environment and landscape setting and establish a strong sense of place, using building types and materials to create attractive, welcoming and distinctive places to live, work and visit. Development that is not well designed should be refused and significant weight should be given to development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes (paragraph 139).

- 6.40 Policy M1 of the Dartford Plan sets out principles for good design, requiring development to respond to positive aspects of the locality and creation of appropriately distinctive high quality and beautiful places, demonstrating its suitability in terms of height, mass, form, scale, articulation, detailing and roof form, and using materials that support a sense of place and relate well to the local character. Policy E2 sets out that proposals in Ebbsfleet garden city should be designed to be of the highest quality, including beautifully and imaginatively designed buildings which combine the best of town and country and exemplar developments and should comply with the principles set out in the Design for Ebbsfleet Guide.

- 6.41 The AMP identifies design parameters for this site as being high-density mixed-use development of at least three storeys. Since no residential use is proposed, the density is not considered to apply in this instance. The height of the Hub ranges over the length of the building. The western and central portions of the building are two storeys but have been designed with increased floor to ceiling heights to respond to site levels, provide appropriate internal scales and provide a building with substantial external form. Notwithstanding the ground levels, the height from internal ground level to top of the health centre parapet is 10.85m. The central portion of the Hub features a taller parapet feature to enhance the central access point into the building, emphasise the civic role of the community hall located within it and create variety along the roof form. The increased height is considered equivalent to 3 storeys and therefore compliant with the AMP. The building rises to the eastern portion of the building at 4 storeys over 17.8m, creating a key Fastrack corner, as identified in the AMP Placemaking Plan, and responding to the vast scale of the secondary school on the opposite corner.

- 6.42 The site sits within the Market Centre character area as identified in the AMP, which should feature high-quality buildings characterised by taller building forms and bulkier than elsewhere in Alkerden to emphasise the hierarchical importance of the Market Centre and capitalise on the centrality of the location and its proximity to public transport/good walking and cycling links. While some high-level guidance is suggested on materials and detailing, no specific architectural style is identified. Buildings should 'develop a specific building design narrative...that displays an individual style' to create the vibrancy and diversity envisioned for the commercial and community uses to be delivered in the Market Centre. The AMP therefore allows flexibility for developments to come forward with their own architectural response.

- 6.43 Architectural analysis has been undertaken to survey the character and details of buildings within the surrounding neighbourhood and further beyond within North Kent together with an historical analysis of the site. Consideration has also been given to the Design for Ebbsfleet guide identifying the site within the scarp narrative area which includes principles to express verticality of mass, a more 'refined' expression of the industrial modelled aesthetic materiality including red brick buildings with contrasting white/lighter coloured brick/masonry frames to emphasise verticality, large areas of glazing capturing views, an articulated silhouette and skyline.

- 6.44 The application sets out that inspiration has been drawn from both the industrial heritage and resulting dramatic landscapes that is embodied within Ebbsfleet's development sites creates a unique feature. Research has been undertaken into the cement works of the area, analysing forms, elevation composition and materiality. Factories associated with the industry are identified as large singular volumes whose form followed function, displaying strong verticality, undulating forms and simple, gridded buildings and structures. This industrial heritage relates to the wider activity particularly along the river in Ebbsfleet as well as the chalk component which relates to the historic quarrying within EQ. The dramatic white cliffs created from the legacy of chalk excavation and located around the perimeter of the EQ site and the chalk spine located immediately to the west of the site in the Major Urban Parking open space have also inspired the design. The proposed narrative fits well with a singular building of this scale and is specific to the site to help create an individual style.



Figure 3: South Elevation



Figure 4: North Elevation

- 6.45 While internal layout has been separated into clearly defined areas, the overall look and feel of the Hub is expressed as a singular building achieved through adopting a simple but cohesive material palette and suite of architectural components and details. The building displays a simple orthogonal form which varies in its height and scale but shares a commonality in massing and articulation across all facades.
- 6.46 The scale and massing of the hub building builds from west to east, reaching its pinnacle on the eastern corner where it is articulated as a four storey 'landmark tower', that holds the corner at the main street intersection. This landmark status is further enhanced through the projecting of the vertical piers of the building grid up through the eaves line to form a distinctive silhouette within the village. The changes in roof line along the Fastrack corridor create a dynamic roof line that contribute to the building's visual interest and help significantly in establishing character and distinctiveness for the wider scheme.
- 6.47 In relation to architectural detailing, EDC's Head of Design supports the proposal:

"The façade composition successfully balances order and complexity, using the grid as a visual device to establish a unifying order across the scheme. The verticality of

the grid is expressed in different ways along the Fastrack boulevard, allowing the scheme to denote different sections of the building, while always working within an overarching design language that ensure the scheme reads as one.

The highlight is undoubtedly the corner tower, which has interpreted the grid with a vertical emphasis, incorporating elegant proportions that give the tower a lightness in form that contrasts well with the more solid massing of the school building opposite."

- 6.48 In contrast to the level of detail on the south and eastern elevations, it is acknowledged the north and west facades are much simplified. It is considered the northern elevation would have benefited from further articulation of the ground floor of the central and western portions of the building to provide a more pleasing appearance to complement the visual interest provided by the placement and articulation of doors and windows. However, it is acknowledged these are not the primary elevations and is not considered to detract from the overall quality of the scheme.
- 6.49 In terms of materiality, the facades are expressed in a light grey brick with a light mortar reflecting the colouring of the chalk. This is supplemented by contrasting but complimentary feature green and orange tones that have been derived from the landscape of the cliffs, and plants such as the Ribwort native to the cliffs and the exposed topsoil which is eroded down the cliff face creating an ombre-effect stain turning brown into oranges and yellows. The application of these colours is proposed in the use of a green ceramic corrugated tile around windows and feature doorsets in orange aluminium frames. These moments of colour are employed to good effect to add a playful yet cohesive element to the building, that also helps to add a distinctive character to the more familiar grid patterns commonly found in contemporary facades. Final details of materials and architectural details are to be secured by condition.
- 6.50 In summary, the scheme translates the robust, industrial forms of concrete production facilities into an elegant composition that is characterful, civic and generous in its level of articulation across all facades. The scheme demonstrates a distinctive architectural language which will deliver a high-quality building and an individual style unique to other schemes permitted for the Market Centre, in accordance with the AMP and local and national planning policies. As such, the scale and appearance of the proposal is considered to be acceptable with further details secured by condition to ensure delivery of the quality identified in the submitted plans.

Landscaping

- 6.51 This reserved matter considers the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the Site and the area in which it is situated including screening by fences, walls or other means; the planting of trees, hedges, shrubs or grass; formation of banks, terraces or other earthworks; the laying out or provision of gardens, courts, squares; and the provision of other amenity features.
- 6.52 The NPPF states that planning decisions should aim to ensure developments are visually attractive as a result of appropriate and effective landscaping (paragraph 135) and recognises that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change (paragraph 136). Policy M1 of the Dartford Plan identifies the creation of high-quality landscapes and tree coverage as an element of good design and policy M14 states major developments should deliver a landscape scheme that is visually attractive, enhances biodiversity, uses native species, incorporates sustainable drainage

measures, and helps to mitigate and adapt to climate change. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the 'green' landscape to promote healthy landscapes and encourage active lifestyles. A framework for landscape design is captured within the EDC's Public Realm Strategy. Dartford Plan policy E2 states proposals in Ebbsfleet garden city should comply with the principles set out in this strategy.

- 6.53 The AMP sets out extensive detailing for the designs of open spaces and planting within the public realm. A tree strategy has been developed identifying different species to develop a narrative for different areas of the village, including details on preferred tree sizes. The Market Centre will contain trees that are formal in habit with clear stems. These will consist of well-designed avenue trees and specimens that will grow to have large canopies able to give a suitable presence against the larger buildings. Within the Market Centre character area, the AMP sets out that sufficient space should be made between buildings to allow public realm opportunities to occur to ensure vibrancy and a place that is for pedestrians to enjoy. It further sets out that private podium gardens should be used to cover over parking areas and allow the green of the Major Urban Park to filter into the blocks. Hard surfaced frontage plazas should be provided, incorporating trees, planters and areas of seating. Public spaces in this area should also incorporate street furniture comprising materials typical of urban environments.
- 6.54 Opportunities for landscaping are limited within the application site. The majority of the space is taken up by the building footprint given the ambition for larger, bulkier buildings in the Market Centre character area to emphasise its hierarchical importance. The remainder of the site to the rear of the building is occupied by parking to facilitate a sufficient level of service provision. This has implications on the amount of space available for landscaping and greening. However, the overall provision and quality of the landscaping is considered high quality.
- 6.55 Connectivity between the Hub and Fastrack Corridor is created through provision of a plaza with green verges and semi-mature tree planting to the front of the building, high quality hard landscaping with areas of seating and cycle parking, which provides an inviting, attractive and legible access into the main entrance of the building. A line of trees in verge planting will mirror planting to be delivered on the opposite side of the Fastrack corridor. A pathway is created around the eastern perimeter of the building which will be some 0.5m lower than the adjacent cycle path adjacent to the primary street. It will be separated by a low retaining wall with some form of boundary treatment. A strip of planting will be provided alongside cycle path to provide separation from the building and retaining wall
- 6.56 A small semi-private breakout space is created to the west of the building accessed from the health facility with a gated entrance from the car park featuring raised planters and benches. A small 'hall garden' is also created to the north of the building adjacent to the car park with feature tree and curved benches to provide a small spill out space from the hall. It is questionable how effective the use of these breakout spaces will be given their location and comparative scale to the facilities they are intended to serve. However, they are likely to provide some level of general amenity to individuals and provide opportunity for rest and social interaction as well as be visually attractive and create relief to the building form and are therefore welcomed.
- 6.57 More broadly, the hard landscaping throughout the site will be of a high quality. A mixture of block paving varieties is proposed for the majority of the site adapting size of paving, colour and bonds to demarcate different areas. A small section of tarmac is proposed to serve the main surface to the car park but this is limited since block paving

will be used at the centre to demarcate the proposed junction providing access to the adjacent parcels (4A and 4B).

- 6.58 Concerns were raised in respect of the level of planting within the car park. The landscape strategy identified 6 trees together with some smaller shrub planting. This does not comply with the EDC's guidance as set out in the Sustainable Travel Strategy which requires a tree planted between every 4 parking spaces to reduce the dominance of cars. Instead, multiple runs of 8 or 9 spaces are provided without a break. This was raised with the applicant and some amendments were made, introducing an additional tree to the western end, increasing the planting size of the Greenspire trees from 20-25cm to 30-35cm girth, replacing the tree in the 'hall garden' to an ornamental cherry tree, and replacing two trees at the entrance from the main road from ornamental cherries to more structured hornbeam. While the amendments are not significant it is considered the applicant has responded well in the context of the constraints of the site. The provision of a significant number of extra trees would compromise the availability of space and result in a reduction in car parking spaces, the provision of which have been carefully considered in response to identified demand. The planting strategy is improved in relation to their location and the additional tree and upgraded specification is welcomed. It is noted all trees upon planting will be semi-mature and will include an English Oak in the centre which is not a common variety seen in other planting plans within the wider development area and is a welcome addition. The two trees either side of the entrance have also been replaced with a more upright variety of Hornbeam which addresses Kent Highways comments to avoid varieties which would overhang the cycleway and thereby pose a safety risk for cyclists. While it is acknowledged the level of tree planting has impacted consideration of the Building for Healthy Life assessment (referenced below), on balance, retention of car parking spaces is considered to carry greater weight in respect of local and national policies which seek to avoid potentially harmful impacts on the highway from indiscriminate parking (e.g. policies M15 and M16 of the Dartford Plan) rather than the amenity value from planting when some landscaping has been provided. The scheme also complies with the Ebbsfleet Public Realm Strategy in relation to the provision of hard surfaces and planting scheme.
- 6.59 An External Lighting Assessment report was submitted with the application covering high level principles, together with a diagrammatic landscape lighting plan indicating broad locations of lighting. More detailed information was requested to confirm the likely impact of new external artificial lighting on sensitive receptors both on and off site and include design and specification to ensure appropriate lighting levels for users within the site. The applicant identified that the scheme is at RIBA Stage 2 design and therefore exact lighting positions and proposed lighting specifications have not been determined. Furthermore, details such as operating hours particularly for any external building lighting will be dependent on the operators which are not known at this stage. In the absence of any detailed information, the scheme has not been referred to the EDC's lighting consultant. The extent of the site is limited and no public streets are included. A lighting strategy plan submitted within DAS Addendum indicates the proposed location and type of lighting which are positioned in logical locations. It is considered the submitted information forms a reasonable basis for a detailed scheme which should be secured by condition. It is also noted that lighting should be included in and around the cycle store in the interests of sustainable travel, which will also be required by condition.
- 6.60 Overall, the proposals adopt a high-quality approach to landscaping, with breakout seating areas provided, a variety of bright and interesting planting species to compliment the development and soften building facades and a welcome palette of hard landscaping and street furniture. The extent of boundary treatment is limited

owing to the open character of the site but where they are shown, they relate well to this context. Final details of these together with street furniture, planters and soft/hard landscape specification, detailed lighting design and a landscape management plan will be conditioned.

Sustainability

- 6.61 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). Section 14 sets out principles to meet the challenge of climate change and identifies the planning system should support the transition to a low carbon future including through support of renewable and low carbon energy and associated infrastructure (paragraph 157). In determining applications, LPAs should expect new development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 162). Policy M3 of the Dartford Plan sets out the design, construction and whole life carbon cost of development must contribute to the mitigation of, and adaption to, climate change by measures such as reducing embodied and operational carbon emissions, improving energy performance and preserving water. Other measures to preserve resources (such as non-residential development over 1,000sqm achieving BREEAM excellent standard, showing that available water credits have been met) and energy and carbon (requiring all developments achieving, as a minimum, the reduction in regulated carbon emissions as set out in current Building Regulations). It should also be noted that the EDC continues to work towards its vision to mitigate the effects of climate change and meet the UK's net zero targets for 2050, and has published its Sustainable Performance Framework (August 2023) covering 5 priority areas: Energy and Carbon, Water, Waste and Materials, Health and Wellbeing, and the Natural Environment. Each of these areas is examined in the appraisal below.
- 6.62 A Sustainable Construction Code and Water Conservation Plan have been secured as strategic documents for the whole of EQ in accordance with conditions 23 and 24 of the OPP which sets out methodologies and parameters that should be implemented for all developments across EQ. These strategies generally align to the current Building Regulations Part L and commits to water consumption of 105 litres per person per day. The strategies also encourage consideration of additional measures that could be implemented to improve the performance of buildings. For non-residential buildings over 1,000m² these strategies identify targets of BREEAM 'Excellent' overall, including an 'Excellent' rating within the water category, unless justification can be provided. However, the delivery of a rating in a standalone category is ambiguous since there is no separate assessment for water that enables an individual rating to be awarded. The credits awarded in this category for this scheme are set out below.
- 6.63 A Sustainability Statement prepared by Twin and Earth and Energy Statement prepared by Skelly & Couch have been submitted in support of the application. Also, although not a mandatory requirement, the application is accompanied by a completed sustainability checklist based on the emerging EDC Sustainability Design Guide which provides a helpful overview of the scheme's performance against key sustainability metrics. The Sustainability Statement sets out key objectives and demonstrates how the proposed development aims to respond to key sustainability principles and address local policy. The assessment has been made under a shell and core scope, on the understanding the developer is required under the OPP to deliver up to this finish for certain areas of the building (health facility, job centre, hall) and the final fit out required for the LLLC and Police accommodation is not yet known. The submitted report identifies the building will meet a pre-assessment BREEAM score of 81.16% falling within upper limit of the 'Excellent' rating (where 'Outstanding' is 85%). It is

recommended a condition is added to the decision notice to ensure that the BREEAM 'Excellent' accreditation is achieved.

- 6.64 The energy strategy has been developed following the Be Lean, Be Clean, Be Green energy hierarchy, incorporating a range of passive design and energy efficient measures such as target building envelope thermal performance (U-Values) improved on Part L, natural ventilation, high performance solar control glazing, good daylighting, LED lighting, efficient plant and associated controls, energy metering, air source heat pumps and PV panels. The submission states the building achieves a 26% reduction in carbon over Part L 2021 of the Building Regulations baseline. While figures provided for estimated emissions for whole life and upfront carbon scenarios meet building regulations, it is noted this is based on a shell and core construction rather than detailed design and is the minimum level of performance that is policy compliant. Operational carbon which includes space heating Energy Use Intensity (EUI) and renewables performs well. The focus for the scheme is on operational improvements through the use of energy generation through PV panels with heating and cooling to be provided via a Variable Refrigerant Volume (VRF) system, a type of air source heat pump. As identified in the comments from the sustainability adviser in section 4.7 above, initial concerns were raised in respect of overheating, a concern that was also raised by the ICB. Amended plans were received reducing the size of windows on the south, east and west façades, being those elevations that will receive direct sunlight. This change is welcomed (and has been designed well architecturally). The Sustainability Consultant notes the reduction in window area and development of cooling strategy referred to in the application will have a positive impact on carbon emissions, but consider that inclusion of solar shading would have an additional significant positive impact on both carbon emissions and the environmental quality of the south facing rooms. However, the recommendation for solar shading has not been provided in the building design. Consequently, there will be a greater reliance on mechanical mitigation (VRF system) which, while this type of system is welcomed to allow simultaneous heating and cooling in different areas, does have a knock-on impact on the overall carbon production and cost to the operator and therefore increases the whole life carbon figure which is undesirable. Notwithstanding this, as mentioned above, the Energy Use Intensity (EUI), which is the annual measurement of the total energy consumed in a building, is predicted to meet the net-zero best practice targets which is a positive aspect of the proposal.
- 6.65 On balance, therefore, it is noted there have been improvements through the reduction in the size of window openings and the overall performance is an improvement on the Building Regulations baseline. While further improvements in carbon and energy would be desired, the scheme sufficiently aligns with local policy and is therefore supported. Further clarifications in relation to the extent of PV (due to inconsistencies in the plans) is unconfirmed by the applicant. Opportunities to install a biosolar roof have been resisted by the applicant, however, the orientation and layout of the green roof (which meet ecological enhancement measures identified under the OPP – discussed in the Ecology section below) which is creating undesirable narrow channels which might affect successful establishment of the planting still needs review. A condition is therefore proposed for further consideration of the detailed design of sustainability features on the roof to ensure compliance with the targets set out in the reports submitted and to ensure that opportunities are maximised so far as possible.
- 6.66 The application states water consumption will be minimised within all elements of the scheme, reducing water demands by using low water-consuming components. A detailed water efficiency strategy is yet to be delivered under the detailed design stage but overarching principles for use of goods such as low water-consuming WCs, taps, showers and dishwashers and potential water leak detection system is identified.

Dartford Plan Policy M3 states that developments must achieve the BREEAM standard 'showing that available water credits have been met'. The BREEAM assessment submitted with the application identifies 3 of the 5 available credits for water consumption category (WAT01) and all available credits for the other 4 categories covering water monitoring, water leak detection and water efficient equipment, therefore targeting 7 of the overall 9 water-related credits. Accordingly this doesn't fully meet the requirement of Policy M3 in respect of water credits. The applicant has considered but dismissed inclusion of rainwater recycling for WCs to gain a further credit due to spatial constraints within the building as well as capital cost and significant maintenance costs of the system, whereas no justification has been provided for the 5th credit which has not been identified. However, on balance, the overall BREEAM target score for Excellent is high and most available water credits are being targeted, and demonstration of compliance is recommended through a planning condition, so this is considered acceptable. In respect of general best practice, measures suggested by EDC officers to introduce rain gardens within the parking area has been explored by the applicant and identified as deliverable within the planting area to the rear of the hall. While this does not address issues in respect of BREEAM rating, it is a welcome addition and would be secured by condition.

- 6.67 Performance indicators for Waste and Materials, Health and Wellbeing and Natural Environment are all good. There are areas which could be explored further but generally the scheme performs well, including factors such as provision of materials that are responsibly sources, limits of construction waste, sustainable location, provision of daylight and sunlight, increase level of biodiversity on site from existing, provision of green roof coverage and other urban design benefits achieved as a result of good masterplanning for the wider development site.
- 6.68 Overall, the development is using better practice than the baseline Building Regulation requirements but is not using best practice. While it is recognised further exploration could be undertaken in certain areas to enhance the building's performance overall, and further measures will be secured by condition, the improvements over and above Building Regulations are acknowledged and welcomed in accordance with policy expectations.

Highways & Parking

- 6.69 The NPPF strongly advocates early consideration of the impacts of development on transport as follows: to ensure impact on transport networks are addressed; identify opportunities from existing/proposed transport infrastructure; pursue opportunities to promote walking, cycling and public transport use; identification, assessment and mitigation of environmental impacts of traffic and transport infrastructure; and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places (paragraph 108). Policy M15 of the Dartford Plan states that development must make suitable provision to minimise and manage transport impacts which arise and should include measures for active and sustainable travel. The policy also acknowledges the important role of the Fastrack corridor, requiring new major development sites to include layouts that allow for connections to Fastrack, buses and taxis to ensure good connections to make community services and jobs easily accessible to all users/employees. Policy M16 of the Dartford Plan supports active travel principles and identifies the need for travel plans where there are anticipated significant or negative impacts of transport movements. Provision should be made at applicable developments for loading, unloading and the turning of service vehicles to ensure highway and pedestrian safety. Development must ensure supporting facilities for cyclists, including secure cycle parking/storage and lockers, are provided, and in major developments which attract

significant numbers of people, changing areas and showers should be included. The policy also states an appropriate level and form of vehicle parking provision. The Ebbsfleet Implementation Framework seeks to deliver safe, integrated, and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport (Delivery Theme 3 – Connected People and Places).

- 6.70 In respect of the individual phases of development in EQ, the overall impact of traffic movements has been established under the OPP. No greater parking demand or traffic movements would be generated by this permission than assessed under the OPP. A separate assessment is therefore not necessary in this instance.
- 6.71 The OPP for EQ recognises that development of a site at this scale offers unique opportunities to establish its own strategy which maximises benefits offered by sustainable transport initiatives. It therefore sets out a requirement under the s106 Agreement for submission of a Parking Management Plan (PMP). The vision for EQ is a 'public transport orientated development' where the principle that the use of 'walking, cycling and public transport to meet daily travel needs will challenge the historic default use of the car' (PMP paragraph 2.1.2) has been embedded and thereby fosters a healthier lifestyle and promotes community interaction. Parking standards are identified for detailed applications.
- 6.72 The EDC has produced further guidance in the form of the Sustainable Travel Strategy (STS) which promotes a 5-step approach by firstly promoting the use of sustainable travel, aligning parking provision appropriately, locating parking discretely, enabling vehicle charging and proactive management. This approach has been endorsed by KCC Highways and DBC. In addition to the PMP, the EDC's STS is a material consideration in the determination of planning applications in Alkerden as identified by Policy E2 of the Dartford plan which states that developments within Ebbsfleet should comply with the STS. While the EQ PMP has been developed as a bespoke standard to the site, the more ambitious approach to parking standards set out in the STS, which is based on more up-to-date parking surveys than the PMP, is considered to be more appropriate in this centrally located, highly sustainable site.
- 6.73 The site is identified in the AMP to provide a centralised parking area, together with 2 other locations within the Market Centre. While the AMP does not expand on this designation, it is understood these parking areas are intended to serve the commercial and community uses delivered within the Market Centre character area.
- 6.74 It is also important to note that the Alkerden education campus was subject of a section 106 Unilateral Undertaking requiring provision of off-site spaces within the Market Centre to facilitate school drop-off and pick-ups for the primary and secondary schools. A total of 41 spaces are required to be provided within parcels identified to the west and/or south of the campus. To date, 30 of the 41 required spaces have been secured under the approved first phase of the Market Centre (EDC/22/0084).
- 6.75 In order to determine an appropriate parking provision, an analysis of likely trips generated by land uses within the Hub has been applied rather than adopting calculations for each individual use. The proposal therefore seeks to develop a car park which can accommodate differing users depending upon the time of day. This is considered to be an appropriate approach given the nature of the use of the site, the flexibility of spaces within the Hub, likely shared trips and the readily available public transport. The principle of over-providing car parking spaces is not supported as it would create a greater reliance on car parking availability and a greater reliance on the car for single trips. This is not supported by the PMP, STS or local and national

policies. Given the facility is intended largely to serve residents of EQ, the walking distances for most properties to the site and the availability of over 90% of properties within EQ falling within 400m of a Fastrack bus stop, the accessibility of the site lends itself to a lower car parking provision. Furthermore, the PMP supports opportunities to provide parking spaces that can be shared between land uses to make more efficient use of the land. The overall strategy is therefore supported by EDC Officers and Kent Highways and is recognised as an approach which was also applied to the approval granted for the approved first phase of development in Alkerden Market Centre (EDC/22/0084).

- 6.76 Parameters used to inform the trip generation exercise were agreed with Kent Highways as pre-application matters. Trip rates have been extracted from the TRICS database (used for transport planning purposes specifically to quantify the trip generation of new developments) for uses within the Hub to allow a forecast to be made of the likely vehicle trip generation for the site and resulting parking accumulation profile across an average day to identify likely demand at the site. The resulting trip generation figures have then been used to derive a parking accumulation to establish the forecast parking demand for the development based on the floor area of proposed uses within the Hub. The forecast assumes full occupation of 11 spaces in association with the Education Campus during drop-off and pick-up times, assuming the spaces cannot be used for any other users.
- 6.77 Consequently, the results of the forecasting assessment demonstrate a peak demand for 35 parking spaces between the hours of 15:00-16:00 which coincides with the typical school pick-up period. Demand for parking can be seen to remain fairly constant between 08:00-16:00 before reducing. By 18:00 demand reduces significantly to single figures. The forecast trip generation includes all trips including servicing and delivery, staff and visitors and all vehicles which would include motorbikes. The figures and assessments set out in the Transport Assessment have been interrogated by Kent Highways who agree with the findings. The proposed provision on site is for an overall number of 43 public parking spaces (including 1 service bay – since the forecast trip generation includes all servicing and delivery trips) which will accommodate the peak demand with a level of spare capacity of 7 car spaces to meet any variations in demand or increases in dwell time by site users. This provision does not include the ambulance bay proposed within the car park which will serve the health centre and deliver on the obligation as set out in the OPP for delivery with the health facility.
- 6.78 Of the 43 spaces, 4 spaces are proposed to be delivered as accessible spaces which are located near the health facility entrance. The STS identifies standards for non residential uses but does not set out standards for mobility impaired parking for all use classes. For Use Class E, the standard requires 4 designated mobility impaired spaces or 5% of the total capacity, whichever is greater. The proposal therefore complies with the STS requirement. At present, no specific provision has been made for parking of mobility scooters, although accessibility in and around the building would facilitate them. The Accessibility Statement (p.88 of the DAS) identifies this is to be explored further at the next stage of design development. While there are no specific policy requirements, this would support principles of accessible design and sustainability and should therefore be conditioned as part of the parking management considerations.
- 6.79 Of the 43 car parking spaces proposed, it is proposed 10% will be provided with active EV charging provision and 10% will be provided with passive EV charging provision (i.e. wiring and cable conduit in place under the car park for future use) which is in accordance with the STS, details of which would require approval through planning condition.

- 6.80 The proposed car park layout incorporates a single large bay which has been include specifically to serve as a servicing and delivery bay. The bay is positioned close to the hall for convenience. A Servicing and Delivery Plan has been submitted which forecasts the number of servicing trips associated with the Hub using TRICS data to forecast a total of seven vehicles servicing/delivering to the site across a single day (07:00-19:00). Based upon an average dwell time of 30 minutes, the delivery and servicing bay has capacity to serve 24 vehicles over a twelve-hour period which is well in excess of anticipated demand. The submitted Servicing and Delivery Plan sets out recommendations for monitoring and review which can be controlled by condition to ensure servicing activity is operating in an efficient way.
- 6.81 Cycle parking provision has been provided in accordance with the STS, amounting to 41 spaces which will be covered and conveniently located on the southern elevation adjacent to the Fastrack corridor by the front entrance to the building. It offers 41 'Sheffield' type cycle stands with 5% capable of accommodating cycles of greater width. Changing areas and lockers are to be provided in both the health facility and LLLC. Showers are to be provided in the health facility but have not been identified for the LLLC. This has been raised with the applicant who advised they are not currently proposed. It is recognised Policy M16 of the Dartford Plan seeks to deliver showers and the applicant has accepted the provision of a condition to explore additional provision.
- 6.82 A Framework Parking Management Plan has been submitted with the application which identifies key principles in relation to control and management of the car park, including allocation. It suggests that discussion with the ICB indicated spaces are sought to be allocated to the health facility and 4 spaces for GP doctors. The Highways Consultation Response (dated September 2024) suggests that, given the limited number of spaces, *'allocation will be kept to a minimum to maintain the most flexibility within the car park. Promotion of non-car modes is key with the Parking Management Plan servicing to manage those trips which do occur by car'*. It is acknowledged there are still uncertainties regarding the operation of the Hub while service delivery is still unknown. It is therefore recommended the provision of any allocation is agreed through a final Parking Management Plan which will be secured by condition and address any other relevant requirements to ensure effective and efficient use of the car park.
- 6.83 A Travel Plan (TP) has been submitted with the application which identifies parameters for identifying baseline travel patterns, objectives and measurable goals for awareness and promotion of active travel, management of the Plan and its objectives through the appointment of a Travel Plan Co-Ordinator, and a monitoring and review strategy. The TP is accepted by Kent Highways with a recommendation that a full TP is required to ensure suitable measures are tailored to the occupiers of as site and updates as required. This will be secured by condition.
- 6.84 The overall approach to parking is a well-considered strategy which has responded to aspirations to lower demand on the private car. The strategy is compliant with the STS and has effectively followed the 5 steps to orientate the transport towards 'soft' modes of transport, while providing a balanced approach to car park provision. Consequently, the scheme complies with local and national policy.

Amenity & Site Management

- 6.85 The NPPF seeks to deliver good design which creates better places in which to live and work (paragraph 131) and requires planning decisions to create places that promote health and well-being with a high standard of amenity for existing and future

users (paragraph 135). Policy M2 of the Dartford Plan states development must demonstrate it is design not to result in unacceptable material impacts on neighbouring uses, the Borough's environment or public health, having particular regard to noise disturbance or vibration, odour, overshadowing, overlooking and privacy.

- 6.86 It is acknowledged the proposal will result in significant activity that will potentially impact on the amenity of neighbouring residents. The application site is located in an area allocated for high density. Mixed use parcels are allocated to the south on the opposite side of Fastrack, the education campus is under construction to the east. Parcels immediately adjoining the site to the west and north are identified for mixed use/residential. There are no immediately adjoining residential units, the closest being under construction in Parcel 5B some 100m to the north at the closest point. However, it is acknowledged given the tight grain of the character area, there will be residents located close by in the future which will have to have regard to any existing development. Notwithstanding, in the interests of future-proofing and not hampering future schemes, regard should be had to the potential impact of the proposed scheme. Overall, however, the level of activity to be generated by the development has been carefully masterplanned and is compatible with this area of the site.
- 6.87 The layout of the site and relative distances from adjacent plots to the east and south provide sufficient separation such that overlooking or overshadowing will not occur. Given the parameters in the AMP in relation to density and building heights, the proposed Hub and any future buildings to the north and west should be of a similar scale such that the development would not be overbearing. An Impact Shadow Assessment has been submitted with the application which includes renders of development blocks in the adjacent parcels at 4A and 4B and shows very limited impacts of overshadowing from the Hub. Notwithstanding this, consideration will need to be given to issues such as overlooking and overshadowing on any future scheme to the north and west and associated amenity for these individual schemes designed accordingly. Notwithstanding, the east elevation of the Hub has been designed with a staggered form and with windows positioned in such a way to have regard to mitigating potential overlooking that might occur. With regards privacy of the users within the proposed building, relative site levels to the health centre elevate the first floor and together with proposed landscaping providing separation from the public realm and the scale of the openings, is considered to address issues of overlooking that had been raised previously. The large openings along the south and east of the Hub will serve communal areas including the library, café and reception area which will benefit from the increased light and outlook amenity that would be created.
- 6.88 In accordance with condition 28 of the OPP, developments which abut a principal highway shall be accompanied by a detailed noise assessment and mitigation report. The submitted report has been examined by the EDC's noise consultants, Bureau Veritas. The report seeks to demonstrate the proposed commercial operation of the Hub will not adversely impact on nearby residential receptors (both existing and proposed). Noise surveys were undertaken, with a comparison to previous surveys undertaken for the 2006 Environmental Statement under the original OPP, to provide a robust basis for assessment, and an analysis of plant noise from building services plant located on the roof of the proposed Hub (including the proposed VRF system). Bureau Veritas are satisfied with the findings of the report but only insofar as the plant located on the roof of the Hub can be controlled so as to not result in unacceptable impacts at future nearby residential buildings (once built and occupied), however this is subject to subsequent testing once the plant is installed and operational. A condition is therefore recommended to ensure installation of the plant meet the proposed noise limits as set out in the submitted Noise Assessment.

- 6.89 It is noted that there are several possible activities that might take place within the Hub that are likely to generate noise. In relation to internal acoustic detail, noise spill from within the building on users within and outside the building are covered by relevant guidance and British Standards which will be applied through the detailed stage and managed through Building Regulations. Notwithstanding this, relevant conditions should be imposed to adequately manage impacts on neighbouring amenity including control of the hours of operation of the building and associated plant.
- 6.90 The proposed operation of the café has been expressed as a 'grab and go' service using a similar model as high street café with limited menu options, likely to be prepared off-site. No extraction is therefore currently proposed. However, it is considered a condition should be added should a flue/extraction system be deemed necessary to ensure there is no harm to amenity should they be required in the future.
- 6.91 A framework Management and Maintenance Framework has been submitted identifying overarching aims to provide for the community, potential spaces and users, planned opening hours, pricing and booking system, marketing, governance and management, maintenance and statutory responsibilities (Health and Safety etc.). The application sets out that it is expected a detailed management strategy will be secured via a planning condition when further details on the management arrangements are known. This is accepted. Details to be secured by the final management strategy will include opening hours. The currently proposed opening hours for access by the community are 08:00-22:00 Sunday to Thursday and 08:00-00:00 Friday and Saturday, with a note that extended hours may be applied on occasion to accommodate faith-based observances where access would be limited to specifically hired spaces. A midnight closure is late and falls within nighttime hours which are generally considered to be between 23:00-07:00. There is some concern that, depending on the type of activity being carried out within the building at that time and the associated movements from people leaving the Hub it may generate, it may cause unreasonable disturbance to adjacent residents. While it would be undesirable to limit certain events through a restriction on opening hours in the interests of commercial viability a balance must be struck and, while the nature and frequency of operations at night is unknown, it is considered that final opening hours should be controlled through the final management strategy and liaison undertaken with environmental health consultants.
- 6.92 Due to the nature of the site, it is not anticipated there will be frequent servicing and delivery at antisocial hours. While the exact operations of the site are unknown, the nature, frequency and timing of deliveries is also unknown. However, it is considered the impact on amenity can be controlled by the recommended condition in relation to the Parking Management Plan.
- 6.93 It is considered the proposal has been well considered with regard to amenity and further controls to limit impacts will be secured by condition.

Ecology

- 6.94 A core principle of the NPPF is that new development should maximise opportunities to improve biodiversity and planning decisions should contribute to and enhance the natural and local environment (paragraph 180). Developments should also protect and enhance diversity and integrate opportunities to improve biodiversity in and around developments as part of their design (paragraph 196). Policy M14 of the Dartford Plan sets out requirements in relation to the Habitats Regulations (this is set out in the 'Other' section of the report below) and Biodiversity Net Gain. In this instance, since the application is for reserved matters pursuant to an outline planning permission,

statutory Biodiversity Net Gain is not required. However, it is acknowledged the overall improvements to the site the wider development will bring by delivering managed ecological habitats to a former quarry, including the provision of over 40% of open space across the wider EQ site.

- 6.95 The details of ecological works mitigation measures and monitoring have been secured under the OPP. On-site and future works are being monitored by KCC Biodiversity Officers. The ecological statement submitted with the application identifies a site visit was carried out in February 2024 and as a result of the findings and the previous mitigation and use of the site, it was deemed to have low ecological value. At the time of the report (May 2024) it was identified that if vegetation is allowed to establish on site, it may become habitat for nesting skylark and reptiles. KCC Ecology therefore recommended that at the end of the breeding bird season the vegetation must be regularly cut as part of the site-wide management to prevent habitat establishing on site as this may affect protected species when the site is developed.
- 6.96 However, information from the applicant from October 2024 identifies that while stock pile has been removed from the site since the initial survey and the majority of the site now comprises bare earth, vegetation edges as noted in the original report remain and it was not confirmed these had been cut back regularly since May. Consequently, it is recommended a pre-commencement condition is added requiring vegetation clearance to be carried out under an ecological watching brief to ensure the works avoid a breach of wildlife legislation. The applicant has agreed to this pre-start condition.
- 6.97 A Site Wide Biodiversity Action Plan (BAP) has been secured for Alkerden and Ashmere in accordance with condition 15 of the OPP which recognises that while the built environment will not be primarily designed for biodiversity, careful design can add value and biodiversity can be enhanced. KCC Ecology have welcomed the native and wildlife-friendly planting that has been incorporated into the proposed planting with at least 25% as native species which generally accords with the approved BAP. Other ornamental tree and shrub species are recommended to make the 100% of planting but the limitations on site for planting and the choice of species to reflect the environment are acknowledged.
- 6.98 Species specific measures to be included as part of the development are also identified in the BAP and a limited number of features are relevant to reserved matters applications, including bird boxes, bat boxes and green roofs. In accordance with the BAP it is recommended at least 5 bat and 5 bird boxes are installed. The applicant has confirmed agreement to provision of these and the principle of a condition to secure final details.
- 6.99 The BAP also identifies green roofs are to be provided as 20% of total roof areas of buildings with a roof area greater than 250 m². The submitted roof plan identifies an area of 21% of green roof which is welcomed and accords with the BAP. As identified in the Sustainability section of the report above, there are some concerns regarding the effectiveness of the proposed layout since there are narrow channels which could challenge effective establishment of the proposed planting and opportunities to further enhance the green roof with additional PV cover to provide a biosolar roof are identified. It is therefore considered an appropriately worded condition will allow further exploration of this detail with the applicant.

Building for a Healthy Life (BHL)

- 6.100 NPPF Paragraph 138 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 (BHL). BHL is a design tool to measure and assess good design that is supported by the housebuilding and architectural industries as well as Government and Local Authorities.
- 6.101 A BHL assessment of the scheme has been undertaken by EDC officers and the results are summarised below:

Integrating the neighbourhood

1 Natural Connections	2 Walking, cycling and public transport	3 Facilities and services	4 Homes for everyone (Not Applicable)
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Distinctive Places

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

9 Healthy Streets	10 Cycle Parking and Car Parking	11 Green and Blue Infrastructure	12 Back of footpath- front of house
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- 6.102 The proposed development has been scored against 11 BHL questions (criterion 4 is not applicable in this instance since the proposal is for community use), achieving 10 greens and 1 amber.
- 6.103 It is noted that while the scheme provides a level of car parking and cycle parking that is generally aligned with the requirements of the STS, provides EV charging and is well overlooked, the STS guidance on parking areas requires a tree planted between every 4 parking spaces. The car park to the rear fails to deliver on this requirement where multiple runs of 8 or 9 spaces are provided without a break, including at the western end of the car park, which limits opportunities to incorporate planting to soften the future phase in Parcel 4B to the west and potentially be detrimental to the outlook from this future development. As such, Criterion 10 has been classified as amber since it does not meet all requirements.
- 6.104 Overall, the proposal is considered to perform extremely well and the results of the BHL assessment are acceptable.

Other Matters

- *Environmental Impact Assessment (EIA):*

- 6.105 The outline permission was identified as being EIA development and the likely significant effects of the development on the environment were identified and assessed at the time of the outline application. If effects arising from the proposals set out in an application for approval of reserved matters were not identified or identifiable at the time of a decision to grant OPP and were therefore not assessed at the time of that decision, then an assessment must be undertaken at the reserved matter stage.

However, it is EDC officers' opinion that all likely significant environmental effects were identified and assessed as part of the outline permission application process and that the information before the planning authority is adequate to assess the significant effects of the development on the environment, and therefore it is not necessary to serve a notice seeking further environmental information.

- *Habitats Regulation Assessment:*

6.106 Projects likely to have a significant effect upon a protected site are to be subject to an Appropriate Assessment of their implications for the Site in the context of its conservation objectives, provided that the project is not directly connected with or necessary to the management of the protected site. Policy M14 of the Dartford Plan requires large residential developments located within 10km from the North Kent European Protected sites (that are located outside the Borough) to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features. These European Protected Sites located on the North Kent coast are the Thames Estuary and Marshes Special Protection Area (SPA) / Ramsar (wetland sites of international importance), the Medway Estuary and Marshes SPA / Ramsar, and the Swale SPA/ Ramsar sites.

6.107 In this instance, while the development is situated within 10 km 'as the crow flies' of the Thames Estuary and Marshes Special Protection Area (SPA) / Ramsar (wetland sites of international importance), the proposal does not include any residential development and EDC officers consider that, having regard to the nature and detail of the proposal, the development would not be likely to have a significant effect on the protected sites and would not result in potential adverse recreational effects to protected features within the designated site. It is accordingly not considered necessary to carry out an Appropriate Assessment.

- *Archaeology:*

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

- *Drainage:*

6.109 A strategy for the general handling of surface water and foul water has been secured by the Water Management Plan under the outline permission. Proposals for detailed design are required to accord with the strategy set out in this document. A drainage report has been submitted with the application which refers to the Water Management Plan secured under the OPP. The report identifies a 600mm diameter surface water connection at the southwest corner of the site to the main 1200mm surface water drain in the road to the south. This drain flows west to discharge to a swale in the park area

and into the southern lake with attenuated discharge to the River Thames. The connection from the plot allows for an attenuated discharge from up to 0.8Ha and this has been respected in the proposed surface water design on the Hub plot. Detailed plans and relevant calculations have been provided. KCC have been consulted and confirm that officers have no objections to the proposals.

- 6.110 Water and sewerage services are provided by Independent Water Networks Limited (IWNL) in accordance with agreements made by the sitewide landowner. Southern Water have acknowledged this arrangement as part of the consultation for this application and have confirmed there is an inset agreement/NAV agreement in place between Southern Water and IWNL against which connection/discharge points to the public network and agreed discharge flow rates are agreed. They raise no objection to the proposal. Therefore, it is considered that matters relating to drainage and flooding have been adequately addressed and that the proposed development will not give way to increased risk of flooding.

- *Broadband:*

- 6.111 A Utilities Framework has been secured under the outline consent as strategic documents for the whole of EQ in accordance with condition 16 of the OPP. The statement identifies Independent Fibre Networks Ltd (IFNL) will secure a network connection offsite. On site Convergence Point (OSCP) to be built within the site and fibre networks laid in ducts around the infrastructure roads.

- 6.112 The application states the intention is to make broadband connectivity available which will be easy and accessible for users whilst adhering to good practice policies that include inclusion of the use of WiFi on all hire agreements, noting suitable clauses covering the Broadband/WiFi. Display notices that make it clear to potential users that the use of the Wifi is at their own risk and will encompass a 'captive portal' which includes a customised login page that users must address before connecting to the Wi-Fi network. This will also allow us to show users the terms of service to use the Wi-Fi hotspot, which they must agree to before they can use it.

- 6.113 No information has been provided regarding the speed and capability of the proposed broadband network. However, it is considered imperative that an appropriately high-speed connection is provided in the interests of successful operation of the multiple businesses and services that are likely to be working from within the Hub.

- Condition 25 – Outstanding issues

- 6.114 All relevant matters listed in condition 25 of the outline permission (in relation to details required for reserved matters applications) have been addressed in the application and there are no outstanding issues.

- 6.115 The final detail design of some of the items, such as specific materials for the external appearance, hard and soft landscaping, cycle storage and lighting are secured by condition.

- Local Employment

- 6.116 An Employment Action Plan is secured under the S106 agreement associated with the OPP. This requires the owner to use reasonable endeavours to implement a plan from the start to the completion of the development, to encourage the employment of local residents and local companies as a contribution to the regeneration of the local

economy. The EDC is working with the major landowner to help implement the effective implementation of this plan in line with EDC objectives for local employment

7.0 FINANCIAL CONSIDERATIONS

- 7.1 Regard should be had to any local finance considerations in so far as material to an application for planning permission and, while this is not material to this application for the approval of reserved matters, financial benefits will accrue to the area if permission is granted. The Government wishes to ensure that the decision making process for major applications is as transparent as possible, so that local communities are more aware of the financial benefits that development can bring to their area. In this area although not material to the application the following benefits to the public purse accrue from development – business rates in respect of the health facility, lifelong learning centre and multi-use hall.

8.0 HUMAN RIGHTS

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

9.0 PUBLIC SECTOR EQUALITY DUTY

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

10.0 CONCLUSION

- 10.1 The proposed scheme is considered to be of high-quality design which aligns with the AMP and local and national policies. The scheme delivers on obligations required under the outline planning permission to deliver a well designed and well considered building which will be a centrepiece within the Alkerden Market Centre.
- 10.2 The application is therefore recommended for approval.

SUPPLEMENTARY INFORMATION
PLANNING COMMITTEE 29th OCTOBER 2024

This report provides supplementary information following publication of the main reports, for consideration by committee members in determining the following applications:

Agenda Item 5 - EDC/24/0049 – Alkerden Hub

The following changes are proposed to conditions:

– Condition 2: Approved Plans

Update of the following drawings:

- Proposed South Elevation (HEN-EEQ-RMA4_HTA-A_DR_0220 Rev P2)
- Proposed East Elevation (HEN-EEQ-RMA4_HTA-A_DR_0221 Rev P2)
- Proposed North Elevation (HEN-EEQ-RMA4_HTA-A_DR_0222 Rev P2)
- Proposed West Elevation (HEN-EEQ-RMA4_HTA-A_DR_0223 Rev P2)
- Proposed Bay Studies (HEN-EEQ-RMA4_HTA-A_DR_0230 Rev P2)

All to be updated to version 'P3' following receipt of revised plans which propose changes to the coping detail from green pre-cast concrete to a natural pre-cast finish to match the rest of the building. The formerly proposed material has been tested and found to be impractical. The proposed changes are minor in scale and would not be discernible within the wider context of the building or within the streetscene.

– Condition 10: Sustainability

Paragraph 6.81 of the officer's report identifies '*the applicant has accepted the provision of a condition to explore additional provision*'. The applicant has identified the current wording to provide further shower facilities within the LLC. To provide the flexibility as reflected in the report, it is proposed part e) of the report is updated as follows (additional text identified with **emphasis**):

Notwithstanding the details set out in the approved plans and documents submitted with the application, no development above ground floor slab level shall take place until details of the following sustainability measures have been submitted to and approved in writing by the Local Planning Authority:

- a. *Confirmation of the extent of PV panels and green roof with commitment to maximise opportunities to provide a bio-solar roof (i.e. PV mounted on the green roofs). The layout of the green roof should be rectilinear in form, avoiding narrow channels, and should be no less than 283sqm (21% of roof area) of the total area of the roof as a minimum;*
- b. *Full details of the specification of the green roof including details of the component layers and, in particular, the type of vegetation at planting level;*
- c. *Full details of a rain garden within the parking area to be provided, including cross sections, drainage and planting details;*
- d. *Details of the Variable Refrigerant Flow (VRF) system including information regarding operation which shall be installed so as to include controls which do not*

- allow cooling and window opening in the same room at the same time. All windows within the approved building will be openable unless otherwise agreed; and*
- e. Provision of shower facilities within the Lifelong Learning Centre to enable use for those arriving by bicycle, **unless demonstrated to be unfeasible.***

The approved details shall be implemented in full prior to the first use of the building and shall thereafter be retained and maintained in working order at all times.

– *Condition 15: Community Building Management Plan*

*Additional wording to enable greater flexibility should the opening of the building be phased (additional text identified with **emphasis**):*

*No part of the building hereby approved shall be brought into use until a detailed Community Building Management Plan **to which that part of the building relates** has been submitted to and approved in writing by the Local Planning Authority. The Plan shall accord with and add detail to the overarching principles established in the Management and Maintenance Framework submitted with the application (received May 2024) and shall include details of the objectives set out therein will be achieved, including the following:*

- Management aims and objectives;*
- Operators / Use of the spaces to prioritise uses as identified in the Community and Leisure Facilities Strategy (approved under the outline planning permission), or alternative uses supported by relevant justification;*
- Hours of use including opening to the public;*
- Internal access arrangements;*
- Arrangements for booking the facilities and a user charging schedule (which shall cover comparisons with other facilities in the area);*
- Means and frequency by which the facilities will be communicated / marketed to the local community;*
- A complaints procedure; and*
- Arrangements for monitoring, reporting and reviewing the Plan, to include annual reporting of the extent of usage of the facilities to be made available to the Local Planning Authority.*

The Plan shall be made available to the Local Planning Authority for review as required. Any updates or amendments that may be required as a result of the reviews shall be incorporated within an updated Community Building Management Plan and implemented accordingly.

The building shall thereafter be managed and operated in accordance with the latest approved Community Building Management Plan at all times.

With the following informative added:

Informative: In the event the Community Building Management Plan is provided in part (i.e. for a particular area of the building), it is recommended any subsequent Plans are consolidated into a single document.

Agenda Item 6 - EDC/24/0086 – Harbour Village Phase 3A

Additional supporting information - Following the publication of the committee report and conditions the applicant has circulated a further note in respect to the proposed development to the committee members. A copy of that note is appended to this supplementary report.

Additional representation - Following the publication of the committee report and conditions a further representation has been received from Firstplan on behalf of Aggregate Industries and Brett and Sons, who comment that they have reviewed the committee report and draft conditions, specifically Condition 15, and have recommended that the wharf operators maintain their objections. In particular:

- the operators remain concerned about the potential noise impact on future residents, and ongoing risk to their operations (agent of change principle of the NPPF and policies contained within KCC Minerals and Waste Plan/EDC Local Plan); and
- by granting permission, the LPA confirm that they consider (for the current magnitude of external industrial noise), internal industrial noise via open windows will be acceptable and they will not take nuisance action against Brett/AI for any future complaints regarding internal noise via open windows.

EDC Officer comment: The matter of noise assessment and the appraisal of this matter is within the report before committee.

Additional representation – Following the publication of the committee report and conditions a further representation has been received from the Port of London Authority (PLA) who comment that they have reviewed the committee report and draft conditions, specifically condition 15, and confirm that they maintain an objection to the proposal specifically on the potential noise impacts on future residents and ongoing risk to the operations of the safeguarded wharf in line with the Agent of Change principle (NPPF) and the relevant policies contained within Kent County Council Minerals and Waste Plan, as set out in the PLA's previous representations and that, by granting permission, the LPA confirm that they consider (for the current magnitude of external industrial noise) that internal industrial noise via open windows will be acceptable and they will therefore not take nuisance action against the wharf operators for any future complaints regarding internal noise via open windows.

EDC Officer comment: The matter of noise assessment and the appraisal of this matter is within the report before committee.

Agenda Item 7 - EDC/24/0014 – Major Urban Park South

Condition 3 - In respect of planning condition 3, which secures an Ecological Mitigation Plan to be submitted and approved by the local planning authority prior to the commencement of development, it is relevant to clarify that KCC Ecology officers have been consulted on the proposals and confirmed in writing (dated 07.10.2024) that the submitted Ecological Design Statement confirms the likely presence of protected species. The Statement also confirms that the applicant is aware of their requirements regarding impacts on protected species and confirms

that ecological mitigation is required, albeit no detailed plan for mitigation has been provided. KCC are however satisfied that there is sufficient habitat within the site to support these species if present on site and have recommended that a detailed Ecological Mitigation Plan can be secured by way of a pre-commencement planning condition in this instance.

Condition 16 - Since publication and review of the main report, and following further engagement with the applicant, it is proposed that a small amendment to recommended planning condition 16 for the Management and Stewardship Plan. The recommendation remains as per the original report, subject to incorporation of the change set out below (additional text identified with **emphasis**):

Prior to the first public use of any part of the development hereby approved, a detailed Management and Stewardship Plan for the Major Urban Park South shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a. Details of the management company (including contact information).*
- b. Details of the governance structures that can adopt and adapt the management and stewardship plan to ensure it continues to deliver green infrastructure outcomes for the lifetime of the development.*
- c. Details of community involvement and stewardship.*
- d. Details of funding, or a mechanism for future funding, to secure the long-term management and maintenance arrangements*
- e. Details of access and management principles, including booking methods and costs for the grass sport pitch, tennis/netball courts, and community garden spaces, including setting up associated equipment,*
- f. Details of vehicle access arrangements for events held in Whitecliffe Square to accord with the principles set out in the approved Transport Technical Note (Jan 2024)*
- g. Details for accessing the lockable water / power supplies*
- h. Details of appropriately trained and qualified personnel (or a means to access and secure such expertise) to manage and maintain the green infrastructure features.*
- i. Details of an **indicative** events programme for the first 12-months of operation, to encourage community engagement, use, ownership and stewardship.*

The development shall be implemented in accordance with the approved plan and maintained thereafter. The Plan shall be made available to the local planning authority for review as required. Any updates or amendments that may be required as a result of the review shall be embedded within an updated Management and Stewardship Plan and implemented accordingly.

With the following informative added:

Informative: The indicative events programme for the first 12-months of operation directly addresses local policy E2 (Ebbsfleet Garden City Development Principles), and the Ebbsfleet Parks & Open space Design Criteria requirement (1.2), as well as tying back to the Building with Nature assessment (Standards 6 and 7). The programme should outline 3 or 4 events which will kick start community use of the space. E.g. an opening summer fete, an arts related event, a community walking tour, a geocache scavenger hunt, or a BYO community picnic. The indicative programme could also identify partners for delivery and be more specific on the timescales which relate to the phased opening of the space.