

Reference: EDC/25/0165

Site Address: Ashmere Phase 4 (Western Village), Eastern Quarry, Watling Street, Swanscombe, Kent

Proposal: Reserved Matters application (relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 (details of Reserved Matters), Condition 25 (Reserved Matters Design Details) and Condition 28 (Noise Report) of outline planning permission EDC/17/0048 for 228 dwellings and associated infrastructure including roads, surface water attenuation and electricity sub-stations (Western Cross/Ashmere Phase 4)

Applicant: Countryside Clarion (Eastern Quarry) LLP

Parish / Ward: Non-Parish Area / Ebbsfleet

SUMMARY:

This application seeks approval of all reserved matters for 228 homes at Western Cross, located on the south-western side of Whitecliffe (Eastern Quarry). It represents the fourth phase of delivery by Countryside Clarion LLP (now Vistry) and aligns with the principles of the approved Area Masterplan and Design Code, particularly regarding layout, character areas, and integration of green infrastructure.

The scheme demonstrates high-quality design and strong placemaking principles, achieving 'Green' scores across all 12 Building for a Healthy Life categories. It delivers a permeable grid layout that promotes walkability, cycling, and public transport, supported by the Fastrack Boulevard and well-connected streets. A diverse mix of housing types and tenures is provided, with high standards of accessibility, private amenity. All parking spaces across the site will benefit from electric vehicle charging infrastructure, and cycle storage provision exceeds the Ebbsfleet Sustainable Travel strategy requirements.

Design responds sensitively to the dramatic landscape setting, framing views of chalk cliffs and the proposed lake, while creating distinctive character areas such as Cliffside Living, Farmland Heritage, and Waterside Heritage. Architectural detailing, varied materials, and landmark buildings enhance visual interest and identity. Public spaces, including a future Neighbourhood Green, communal gardens, and nodal spaces, are integrated with green and blue infrastructure, supporting social interaction and biodiversity.

The layout is clear and legible, with a defined street hierarchy, enhanced pedestrian and cycle routes, and shared-surface mews streets that reinforce pedestrian priority. Connections link the Neighbourhood Green with Fastrack and the lake edge, reflecting Garden City principles and ensuring strong links to open spaces and public transport. Cycle parking is provided for all homes, with secure communal storage for apartments and private stores for houses.

Sustainability is embedded throughout, including energy-efficient homes, EV charging, green roofs on apartments, and biodiversity measures such as native planting, bat and bird

boxes, bee bricks, and hedgehog gaps. The approach supports active travel, lower-carbon transport, and circular economy principles through the use of recycled materials.

All dwellings meet Nationally Described Space Standards, with 100% achieving M4(2) accessibility standards. Parking provision accords with the Ebbsfleet Sustainability Strategy and site-wide Parking Management Plan, incorporating a mix of on-plot spaces, landscaped courts, and visitor bays.

In summary, the proposals deliver a well-designed, sustainable neighbourhood that accords with planning policy and the outline permission for Eastern Quarry, contributing positively to Ebbsfleet's vision. Approval is recommended subject to conditions.

RECOMMENDATION: Authority be delegated to the Director of Planning and Place to approve the application and grant reserved matters approval subject to the imposition of the following planning conditions, with delegated authority to the Director of Planning and Place to make minor changes to the wording.

CONDITIONS:

Time limit

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

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

Approved Plans and Documents

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

Layout Drawings:

ASH-BPTW-S01-ZZ-DR-A-0100 Rev C01 - Site Location Plan
ASH-BPTW-S01-ZZ-DR-A-0101 Rev C01 - Existing Site Plan
ASH-BPTW-S01-ZZ-DR-A-0102 Rev C03 - Site Plan with AMP
ASH-BPTW-S01-00-DR-A-0110 Rev C03 - Site Layout - Ground Floor
ASH-BPTW-S01-01-DR-A-0111 Rev C03 - Site Layout - First Floor
ASH-BPTW-S01-02-DR-A-0112 Rev C03 - Site Layout - Second Floor
ASH-BPTW-S01-03-DR-A-0113 Rev C03 - Site Layout - Third Floor
ASH-BPTW-S01-04-DR-A-0114 Rev C03 - Site Layout - Fourth Floor
ASH-BPTW-S01-05-DR-A-0115 Rev C03 - Site Layout - Fifth Floor
ASH-BPTW-S01-06-DR-A-0116 Rev C03 - Site Layout - Roof
ASH-BPTW-S01-ZZ-DR-A-0120 Rev C03 - Site Layout - Dwelling Type
ASH-BPTW-S01-ZZ-DR-A-0121 Rev C03 - Site Layout - Tenure
ASH-BPTW-S01-ZZ-DR-A-0122 Rev C03 - Site Layout - Parking Strategy
ASH-BPTW-S01-ZZ-DR-A-0123 Rev C03 - Site Layout - Refuse Strategy
ASH-BPTW-S01-ZZ-DR-A-0124 Rev C03 - Site Layout - Fire Strategy
ASH-BPTW-S01-ZZ-DR-A-0125 Rev C03 - Site Layout - Heights Strategy
ASH-BPTW-S01-ZZ-DR-A-0126 Rev C04 - Site Layout - Materials Strategy
ASH-BPTW-S01-ZZ-DR-A-0127 Rev C03 - Site Layout - Highways Strategy
ASH-BPTW-S01-ZZ-DR-A-0128 Rev C03 - Site Layout - Cycle Strategy

Floor Plans & Elevations - Houses:

ASH-BPTW-HT01A-ZZ-DR-A-1020 Rev C01 - House Type HT01A - 2B3P
 ASH-BPTW-HT01B-ZZ-DR-A-1021 Rev C02 - House Type HT01B - 2B3P
 ASH-BPTW-HT01C-ZZ-DR-A-1022 Rev C01 - House Type HT01C - 2B3P
 ASH-BPTW-HT02A-ZZ-DR-A-1023 Rev C01 - House Type HT02A - 3B4P
 ASH-BPTW-HT02B-ZZ-DR-A-1024 Rev C01 - House Type HT02B - 3B4P
 ASH-BPTW-HT02C-ZZ-DR-A-1025 Rev C02 - House Type HT02C - 3B4P
 ASH-BPTW-HT02D-ZZ-DR-A-1026 Rev C01 - House Type HT02D - 3B4P
 ASH-BPTW-HT03-ZZ-DR-A-1027 Rev C01 - House Type HT03 - 3B4P
 ASH-BPTW-HT04A-ZZ-DR-A-1028 Rev C01 - House Type HT04A - 3B4P
 ASH-BPTW-HT04B-ZZ-DR-A-1029 Rev C01 - House Type HT04B - 3B4P
 ASH-BPTW-HT04C-ZZ-DR-A-1030 Rev C02 - House Type HT04C - 3B4P
 ASH-BPTW-HT05A-ZZ-DR-A-1031 Rev C01 - House Type HT05A - 3B5P
 ASH-BPTW-HT05B-ZZ-DR-A-1032 Rev C01 - House Type HT05B - 3B5P
 ASH-BPTW-HT06A-ZZ-DR-A-1033 Rev C02 - House Type HT06A - 3B5P
 ASH-BPTW-HT06B-ZZ-DR-A-1034 Rev C02 - House Type HT06B - 3B5P
 ASH-BPTW-HT06C-ZZ-DR-A-1035 Rev C02 - House Type HT06C - 3B5P
 ASH-BPTW-HT06D-ZZ-DR-A-1036 Rev C02 - House Type HT06D - 3B5P
 ASH-BPTW-HT07-ZZ-DR-A-1037 Rev C02 - House Type HT07 - 3B6P
 ASH-BPTW-HT08A-ZZ-DR-A-1038 Rev C01 - House Type HT08A - 3B6P
 ASH-BPTW-HT08B-ZZ-DR-A-1039 Rev C01 - House Type HT08B - 4B6P
 ASH-BPTW-HT09A-ZZ-DR-A-1040 Rev C02 - House Type HT09A - 4B6P
 ASH-BPTW-HT09B-ZZ-DR-A-1041 Rev C02 - House Type HT09B - 4B6P
 ASH-BPTW-HT09C-ZZ-DR-A-1042 Rev C01 - House Type HT09C - 4B6P
 ASH-BPTW-HT10-ZZ-DR-A-1043 Rev C02 - House Type HT10 - 4B6P
 ASH-BPTW-HT11-ZZ-DR-A-1044 Rev C01 - House Type HT11 - 4B8P
 ASH-BPTW-HT01-ZZ-DR-A-2210 Rev C01 - House Type HT01 - 2B3P - Section
 ASH-BPTW-HT02-ZZ-DR-A-2211 Rev C01 - House Type HT02 - 3B4P - Section
 ASH-BPTW-HT03-ZZ-DR-A-2212 Rev C01 - House Type HT03 - 3B4P - Section
 ASH-BPTW-HT04-ZZ-DR-A-2213 Rev C01 - House Type HT04 - 3B4P - Section
 ASH-BPTW-HT05-ZZ-DR-A-2214 Rev C01 - House Type HT05 - 3B4P - Section
 ASH-BPTW-HT06-ZZ-DR-A-2215 Rev C01 - House Type HT06 - 3B4P - Section
 ASH-BPTW-HT07-ZZ-DR-A-2216 Rev C01 - House Type HT07 - 3B4P - Section
 ASH-BPTW-HT08-ZZ-DR-A-2217 Rev C01 - House Type HT08 - 4B6P - Section
 ASH-BPTW-HT09-ZZ-DR-A-2218 Rev C01 - House Type HT09 - 4B6P - Section
 ASH-BPTW-HT10-ZZ-DR-A-2219 Rev C01 - House Type HT10 - 4B6P - Section
 ASH-BPTW-HT11-ZZ-DR-A-2220 Rev C01 - House Type HT11 - 4B8P - Section

Floor Plans & Elevations – Apartments:

ASH-BPTW-BA-00-DR-A-1001– Rev C01 - Block A - Ground Floor Plan
 ASH-BPTW-BA-01-DR-A-1002– Rev C02 - Block A - First and Third Floor Plan
 ASH-BPTW-BA-02-DR-A-1003– Rev C01 - Block A - Second and Third Floor Plan
 ASH-BPTW-BA-05-DR-A-1004– Rev C01 - Block A - Fifth Floor Plan
 ASH-BPTW-BA-06-DR-A-1005– Rev C01 - Block A - Roof Plan
 ASH-BPTW-BA-ZZ-DR-A-2001– Rev C01 - Block A - Elevations
 ASH-BPTW-BA-ZZ-DR-A-2201– Rev C01 - Block A - Sections
 ASH-BPTW-BB-00-DR-A-1006– Rev C02 - Block B - Ground Floor Plan
 ASH-BPTW-BB-01-DR-A-1007– Rev C01 - Block B - First and Third Floor Plan
 ASH-BPTW-BB-02-DR-A-1008– Rev C01 - Block B - Second Floor Plan
 ASH-BPTW-BB-04-DR-A-1009– Rev C01 - Block B - Roof Plan
 ASH-BPTW-BB-ZZ-DR-A-2002– Rev C02 - Block B - Elevations
 ASH-BPTW-BB-ZZ-DR-A-2202– Rev C01 - Block B - Sections
 ASH-BPTW-BC-00-DR-A-1010– Rev C01 - Block C - Ground Floor Plan
 ASH-BPTW-BC-01-DR-A-1011– Rev C01 - Block C - First and Third Floor Plan
 ASH-BPTW-BC-02-DR-A-1012– Rev C01 - Block C - Second Floor Plan
 ASH-BPTW-BC-04-DR-A-1013– Rev C01 - Block C - Roof Plan

ASH-BPTW-BC-ZZ-DR-A-2003– Rev C01 - Block C - Elevations
ASH-BPTW-BC-ZZ-DR-A-2203– Rev C01 - Block C - Sections

Street Scenes:

ASH-BPTW-S01-ZZ-DR-A-2050 Rev C02 - Street Elevations (Sheet 1 of 5)
ASH-BPTW-S01-ZZ-DR-A-2051 Rev C02 - Street Elevations (Sheet 2 of 5)
ASH-BPTW-S01-ZZ-DR-A-2052 Rev C02 - Street Elevations (Sheet 3 of 5)
ASH-BPTW-S01-ZZ-DR-A-2053 Rev C02 - Street Elevations (Sheet 4 of 5)
ASH-BPTW-S01-ZZ-DR-A-2054 Rev C02 - Street Elevations (Sheet 5 of 5)

Landscape:

P24-1771_EN_0001_S1_REV E - Illustrative Landscape Masterplan
P24-1771_EN_0003_S1_REV C - Street Furniture Palette
P24-1771 G0001 V4 - Landscape Management Plan dated November 2025

Other:

ASH-BPTW-ZZ-ZZ-DR-A-1050 Rev C01 - Substation
173535-ACE-XX-00-DR-C-0111 Rev P04 - Proposed Levels Strategy

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

Prior to Installation of Underground Services

3. **Underground Services and Trees** – (A) No installation of underground services shall be carried out until a detailed plan of underground services, showing the relationship with trees within streets and open spaces and associated root barriers, below ground root cells and tree pits, together with details of the final layout and spacing of trees in relation to street lighting, has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that no conflicts will arise between underground utilities and tree roots, and shall confirm the meter box termination locations for all relevant dwellings. Details and locations of root barriers, below ground root cells and tree pits shall clearly demonstrate that trees and cells have access to sufficient soil volumes and that trees have sufficient room to establish. Details of permeable paving surrounding the planters and the tree planting or details showing positive drainage into the root cells shall also be provided. There shall be no overall reduction in the number of trees when compared with the Illustrative Landscape Masterplan (P24-1771_EN_0001_S1_REV E) and any trees unable to be planted in the position indicated on the approved plans shall be relocated in the first instance within the same street or public space, and only when this is not possible should replacement trees be provided elsewhere on site. The development shall be carried out in accordance with the approved details.

(B) No installation of hard landscaping shall take place until photographic evidence of below ground tree root cells having been implemented in accordance with part (A) above has been submitted to and approved in writing by the Local Planning Authority

Reason: To ensure a satisfactory landscape quality and appearance within the development and to ensure that underground servicing will not result in conflict with landscaping design and trees, in accordance with Dartford Local Plan 2024 Policies M1 and M14.

Informative 1: Meter box termination points should, wherever practicable, be positioned away from principal elevations to minimise their visual impact on the street scene. Care should be taken to avoid interference with key architectural detailing. The

detailed design and appearance of meter boxes/cabinets will be addressed under Condition 4.

Prior to development above foundation level

4. **Road Noise Mitigation** – No development above foundation level shall take place until full details of the proposed noise mitigation measures to all dwellings have been submitted to and approved in writing by the Local Planning Authority. The mitigation measures should be in accordance with those stated in the submitted Noise Assessment (reference: 173535-01 August 2025) and confirm the specifications of glazing and ventilation for each dwelling. The approved mitigation measures shall thereafter be installed prior to first occupation of the house or apartment to which it relates.

Reason: In order to protect residential amenity of the future occupants from noise disturbance in accordance with Dartford Local Plan 2024 Policy M2.

Informative: While the closest properties to the B255, A296 and Fastrack route are shown to be the worst affected in respect of indicative daytime and nighttime noise levels, the majority of dwellings (excluding plots T30.02, T30.01, T31.02, T31.01, T32.01, T36.01, T36.02, T37.01, T37.02, T40.01, T40.02, T41.01, T42.01a, T42.01b, T42.02, T42.03, T42.04, T42.05, T42.06, T43.01, T43.02, T43.03, T43.04, T44.01, T44.02, T53.01, T54.01, T55.01, T56.01, T57.01, T58.01, T59.01, T60.01) have been indicated as containing one or more facade at medium risk during potential overheating conditions (Appendix F of the Noise Assessment - ref: 173535-01 August 2025), therefore details of noise mitigation measures are being sought for all dwellings at this stage. The proposed mitigation measures should aim to achieve internal noise levels not exceeding 35dB LAeq,0700-2300 for Living Rooms, 30dB LAeq, 2300-0700 for Bedrooms, and 45dB LAFMax, 2300-0700 (no more than 15 times) for bedrooms.

5. **Air Source Heat Pumps and Mechanical Ventilation Heat Recover Units** - No development above foundation level shall take place until final details of the air source heat pumps (including hot water pumps) and mechanical ventilation heat recovery units have been submitted to, and approved in writing by, the Local Planning Authority. Details shall include:

- (a) The quantum, location and appearance of the air source heat pumps, hot water pumps and mechanical ventilation heat recovery units to be installed;
- (b) A final noise impact assessment incorporating details of the finalised design, quantum and specification for air source heat pumps, hot water pumps and mechanical ventilation heat recovery units.

The development shall be carried out in accordance with the approved details and the air source heat pumps, hot water pumps and mechanical ventilation heat recovery units shall be installed prior to first occupation of the dwelling to which they relate.

Reason: To ensure the sustainable development, satisfactory appearance to the development, and in the interest of residential amenity of the future occupants from noise disturbance in accordance with Dartford Local Plan 2024 Policies M1, M2 and M3

Informative: No ASHP or other mechanical heat units will be agreed to the front of dwellings or the side if they would be visible from the public realm.

6. **Detailed Architectural Drawings** - No development above foundation level shall take place until detailed architectural drawings (at scale 1:20) for the buildings (houses, apartments and substations) for the following elements have been submitted to and approved in writing by the Local Planning Authority:

- (a) Details of each roof envelope including roof edges, parapets, copings, and rooftop plant screening;
- (b) Principal features on the facades for:
 - Horizontal weatherboarding (narrow and wide planks)
 - Vertical weatherboard (narrow planks)
 - Tile hanging
 - Reconstituted stone
 - Window reveal boxes around tiled façade
 - Projecting metal clad boxing to windows
 - Timber panel/shutters
- (c) Detailed feature brick elements including mortar joint profiles for:
 - Soldier course
 - 15mm recessed rusticated brick stretcher bond
 - 15mm projecting brick spot pattern
 - 15mm Recessed Brick
 - 15mm recessed window wrap around detail
 - 15mm projecting brick zip detailing
 - 15mm projecting brick quoin detailing with soldier course.
 - Brick zip detailing
 - Segmented arch
 - Brick corbelling
 - Brick coping details
- (d) Key junctions/bonds between materials/finishes, including the elevational location of all joints required for movement, and lead flashing;
- (e) Elevational location and details of all items which are fixed to/incorporated within the façades including, air vents, ventilation grills, flues (e.g. ASHP), lighting, dry-riser inlet box, electricity meter cupboards;
- (f) Details of typical openings, including head, jamb, and sill details, depth of reveals including profiles;
- (g) Dormer windows;
- (h) Entrance canopies and entrance porches for houses and apartments including fixing and soffit details;
- (i) Balconies and balustrades including plans, sections and elevations detailing structure, soffits, kickboards, downpipe drainage, and floor finishes including terraces (to ground floor apartments) demonstrating level accessible thresholds to all apartments; and
- (j) Building name signage for the three apartment blocks.

The development shall be carried out in accordance with the approved details prior to the first occupation of the relevant dwelling.

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 the Dartford Local Plan 2024 Policy M1.

Informative: The materials to be used on the inside of car ports should match the external walls. Details should consider adding activation and visual interest to the corner turner houses onto the facades that face the public realm particularly terrace plots 18, 04 and 37. Juliette balcony railings should sit within openings.

7. External Materials Finishes - No development above foundation level shall take place until details of external material finishes (including samples where applicable) to be used on the buildings (houses, apartments, and substations) hereby approved have been submitted to and approved in writing by the Local Planning Authority. These shall include:

- (a) All façade and roof cladding materials:
 - Bricks (White, Dark grey, Red Multi-Stock, Buff Stock, Black, Green and Glazed)
 - Weatherboarding (White, Dark grey Black)
 - Red tile hanging
 - Reconstituted stone
 - Roof tile (Slate Effect Black, Plain Red)
- (b) All brick and mortar types including brick bond, mortar colour and joint profile, copings and parapet capping, including feature brickwork elements (as required by condition 6);
- (c) Window and door fenestration (colour finishes, window cills and headers, frames and spandrel panels);
- (d) Facing metalwork (including balcony balustrades, service doors, screens);
- (e) All items which are fixed / integrated to the façade (e.g. fins/louvres, vent grilles, rainwater pipes);
- (f) Canopy materials including soffits;
- (g) Floor finishes to balconies and terraces;
- (h) Dormer windows;
- (i) Projecting box window frames; and
- (j) Timber panels/shutters.

Sample panels of facades shall be constructed on site in accordance with details and sizes to be agreed with the Local Planning Authority in advance. The development shall be carried out in accordance with the approved details.

Reason: To secure high-quality design and detailing and to ensure that materials will make an acceptable contextual response, resulting in the satisfactory appearance of the development in accordance with Dartford Local Plan 2024 Policy M1.

Informative: Ground floor apartment doors onto terraces must have an external lock to ensure its functionality as an off-street entrance. The details of black brick should consider introducing a greater range of black shades rather than the homogenous black indicated in the Brick Types Strategy. Olive green colour for relevant windows/doors should be confirmed, and the applicant is urged to Consider introducing colour accents on doors, windows, of the waterside link houses and canopies to enliven streets. Garage doors should avoid timber effect. Grey box window frame detail and the canopies should be constructed from aluminium.

8. Soft Landscaping Details and Updates - No development above foundation level shall take place until detailed soft landscaping plans have been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- (a) Detailed planting plans that broadly accord with the details illustrated and annotated on the approved drawings at 1:200 scale for the whole scheme confirming the final arrangement of individual plant species and densities, including details of the numbers of all trees, hedges, shrubs, and herbaceous species to be planted, together with a planting schedule providing individual

species, plant sizes (heights, spread, pot size, girth) and densities, and detailing plant supports.

- (b) Confirmation that the final planting fulfils the requirements of the site Wide Biodiversity Action Plan secured under the outline planning permission achieving:
- (i) 25% native trees and shrubs
 - (ii) 25% wildlife friendly ornamental species
 - (iii) 50% other ornamental tree and shrub species
- (c) Confirmation that a break in hedgerow planting between apartment blocks B and C facilitates a 3 metre wide access from Fastrack to the communal garden.

The approved soft landscaping shall be carried out in full during the first available planting season following first occupation of any dwelling hereby approved, or in accordance with a timetable agreed in writing by the Local Planning Authority, and shall be managed in accordance with the Landscape Management Plan (P24-1771 G0001 V4, dated November 2025) at all times.

Reason: To ensure a satisfactory appearance and functional standard of development upon completion, and in the interests of biodiversity in accordance with Dartford Local Plan 2024 Policies M1, M2, M14 and E2.

Informative: Care should be taken when specifying any tall/climbing/spreading shrubs around any hit-and-miss walls, as these could grow up, through and around brickwork. Wildlife-friendly ornamental Species should enhance visual amenity while also providing food, shelter, and habitat opportunities for local wildlife support pollinators, birds, and other fauna.

9. **Hard Landscaping inc. Street Furniture** - No development above foundation level shall take place until details and samples of 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) Full details of all hard surfacing materials to be used in the external finishes of all roads, footpaths, courtyards, parking areas, and terrace areas for ground floor apartments, including the size, material, laying pattern and colour finish of all hard surfaces;
- (b) Specification of edging and kerbs across the site, in accordance with the Eastern Quarry Area Masterplan/Design Codes;
- (c) Details of inclusive design including external steps and ramps, tactile warning or wayfinding paving, mobility features and dropped kerbs;
- (d) Details of the demarcation of vehicle parking spaces at 1:100 or greater scale;
- (e) Full specification details for all street furniture and play equipment including details of seating, cycle stands, bollards, and feature boulders; and
- (f) Details of the water butts to be provided to all private residential gardens.

The development shall be carried out in accordance with the approved details and the approved hard landscaping shall be completed prior to occupation or first use of the dwelling, street or open space to which it relates, and thereafter be maintained in accordance with the approved Landscape Management Plan (Pegasus, Ref: P24-1771 G0001 V4, dated November 2025) 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 the Dartford Local Plan 2024 Policies M14 and E2.

Informative: The applicant is asked to consider including a more generous hard landscaping within the industrial lane character for the the south-eastern corner of the site within the vicinity of plots T42.02-T42.06.

10. **Boundary Treatments** - No development above foundation level shall take place until a revised plan, that has the effect of amending the approved Boundary Treatments Plan (Drawing No. P24-1771_EN_0002_S1_REV C), has been submitted to and approved in writing by the Local Planning Authority. The revised plan shall:
- (a) Replace fencing with brick-built screen walls enclosing the parking areas serving the following plots; T07.02; T07.03; T10.06; T13.01; T17.02; T22.02; T23.01; T32.01; T40.02; T41.02; T42.01b; T42.02; T42.03; T42.04; T42.05; T42.06;
 - (b) Increase the public access opening from Fastrack to the communal garden to at least 3.00m width by reducing the extent of hedge row planting between apartment blocks B and C;
 - (c) Provide contemporary railings on top of the 0.6m high brick wall boundaries associated with the Fastrack apartment blocks A, B and C, which differentiates from ball top railings utilised on the remainder of the development; and
 - (d) Include entrance gates for the private approaches to the independent ground floor apartments.

The development shall be carried out in accordance with the approved details prior to first occupation of the building to which they relate and shall thereafter be retained and maintained at all times.

Reason: To accord with the requirements of the approved Area Master Plan and ensure a satisfactory appearance to the development in the interests of visual amenity within the area in accordance with Dartford Plan 2024 Policy M1.

Informative: The design of the railings along Fastrack should reflect the contemporary architecture and colour palette of the apartment blocks. The applicant should also consider including boundary treatment (hedging, knee rail, or fencing) between the development and western public open space.

11. **Powder-Coated Lighting Infrastructure** - No development above foundation level shall take place until details of the design and external finish of the powder-coated light columns and illuminated bollards to be installed in areas to be adopted as public highway and retained in private ownership have been submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed in accordance with the approved details prior to first use of the area to which they relate, and shall thereafter be retained in working order at all times.

Reason: To ensure a satisfactory appearance to the development in accordance with the Dartford Plan 2024 Policy M1.

12. **Biodiverse Green Roofs** - No development above foundation level shall take place until full details of the biodiverse green roofs shown indicatively on the approved roof plan drawings for the 3no. apartment blocks hereby approved have been submitted to and approved in writing by the Local Planning Authority. Details for each biodiverse green roof shall include:

- (a) The size, location, appearance, and form;
- (b) Technical specification, including substrate depth, drainage layer, irrigation, and loading capacity;

- (c) Planting details, including species mix designed to deliver biodiversity benefits in accordance with the approved Site Wide Biodiversity Action Plan; and
- (d) Arrangements for management and maintenance across the lifetime of the development, including responsibilities and replacement strategy.

The biodiverse green roofs shall be installed in accordance with the approved details prior to the first use of the building to which they relate and shall thereafter be maintained and retained at all times.

Reason: To ensure compliance with the approved Biodiversity Action Plan for Eastern Quarry upon completion and to implement on-site biodiversity enhancements, in accordance with the Dartford Local Plan 2024 Policy M14.

- 13. Electric Cycle Parking Details (Apartments)** - No development above foundation level shall take place until details of the provision of charging facilities for electric cycles within communal residential cycle stores within the 3no. apartment blocks hereby permitted have been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to encourage sustainable travel, in accordance with the Dartford Plan 2024 Policies M15 and M16.

- 14. Cycle Storage (Houses)** - No development above foundation level shall take place until full details of the residential cycle storage facilities for the houses hereby approved, have been submitted to and approved in writing by the Local Planning Authority. The details shall include the design, size and location of storage facilities and shall demonstrate compliance with the Ebbsfleet Sustainable Travel Strategy requirements for cycle storage, including:

- (a) A storage capacity to accommodate a minimum of 1 adult bicycle per bedroom within a dwelling;
- (b) External doors that are secured by mortice locks and not padlocks;
- (c) Shed cycle storage comprising tongue and groove construction, with minimum 18mm thickness, securely fixed to a concrete foundation and ground anchors provided;
- (d) In the instance that cycle storage is provided within a separate shed, at least 1m² storage space must be provided within the shed, for garden equipment etc, in addition to that provided for cycle parking.

The approved cycle storage facilities shall be constructed, furnished, and made available for use prior to the relevant dwelling being first occupied. The cycle storage facilities shall thereafter be retained and kept available for storage of cycles by the residents at all times.

Reason: In order to encourage sustainable travel, in accordance with the Dartford Local Plan 2024 Policies M15, M16 and E2.

Informative: The details submitted should be in general accordance with G16 (Location) and G17 (Shed cycle storage) of the Ebbsfleet Sustainable Travel Strategy. Alternative cycle storage could be considered acceptable, but should be discussed with officers prior to submission.

- 15. Electric Vehicle Car Charging** - No development above foundation level shall take place until details of the proposed active electric vehicle charging points (comprising SMART sockets connected to the electrical supply system that vehicle owners can

plug their vehicle into, with a minimum output rating of 7kW- Mode 3, AC) and passive electric vehicle charging provision (comprising provision of the network of cables and an associated power supply necessary to connect to future electric vehicle charging points), as detailed within the Highways Technical Note (173535-R02 August 2025) and Highways Technical Note Addendum (173535 – R06 October 2025), have been submitted to and approved in writing by the Local Planning Authority.

The details shall include confirmation of arrangements for management and maintenance of the electric vehicle charging points that are located within communal car parking areas / privately maintained highway verges. The approved active and passive electric vehicle charging points shall thereafter be installed prior to first occupation of the relevant dwelling, in the case of EV charging points serving allocated parking spaces, or the first occupation of any dwellings within the relevant street, in the case of EV charging points serving visitor parking spaces. The facilities shall be maintained in a good working order at all times.

Reason: In the interests of good design and sustainable travel, in accordance with Dartford Local Plan 2024 Policies M15, M16, M3 and E2.

Informative – The details submitted should be in general accordance with G33, G34, and G35 (EV Charging Points) of the Ebbsfleet Sustainable Travel Strategy. Provision of free-standing podium EVC points should be avoided where possible and ‘cross-pavement solutions for charging electric vehicles such as cable channels or gullies embedded within the pavement should be considered to support the reduction of free-standing podium EVC points.

Prior to First Occupation

- 16. Vehicle Parking Provision** – No dwelling shall be occupied until the vehicle parking spaces associated with that dwelling, as shown on the Proposed Parking Plan (drawing number ASH-BPTW-S01-ZZ-DR-A-0122 Rev C03) as vehicle parking spaces, have been provided and are available for use, including final surfacing, drainage and demarcation. The vehicle parking spaces identified as parking for visitors, as shown on the Proposed Parking Plan (drawing number ASH-BPTW-S01-ZZ-DR-A-0122 Rev C03), shall be provided and made available for use, including final surfacing, drainage and demarcation prior to the occupation of the first dwelling within the street in which they are located. Visitor parking spaces shall be retained as unallocated parking.

Thereafter, no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on the area of land reserved for vehicle parking or in such a position as to preclude its use for vehicle parking.

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

- 17. Cycle Parking (Apartments)** - No apartment shall be occupied until the approved cycle storage facilities for the building to which it relates, including the charging facilities for electric cycles to be approved pursuant to condition 13, have been constructed, furnished and made available for use. The cycle storage shall be arranged to provide adequate internal circulation and access within communal cycle stores, include internal lighting and include provision of spaces for adapted bikes and equipment to accommodate 1no. adult bicycle per bedroom. The cycle

storage and electric charging facilities shall thereafter be retained and kept available for use by residents at all times.

Reason: In order to encourage sustainable travel, in accordance with the Dartford Local Plan 2024 Policies M15, M16 and E2 and the Ebbsfleet Development Corporation Sustainable Travel Strategy.

18. **Visitor Cycle Parking (Apartments)** - No apartments shall be occupied until the approved visitor cycle parking facilities to serve the relevant apartment building, as shown in the approved plans, have been constructed, furnished and made available for use. The visitor cycle storage facilities shall thereafter be retained and kept available for use at all times.

Reason: In order to encourage sustainable travel, in accordance with Dartford Plan 2024 Policies M15, M16 and E2 and the Ebbsfleet Development Corporation Sustainable Travel Strategy.

19. **Visibility Splays (Vehicle)** - The vehicle visibility splays set out in the Highways Technical Letter (PR/173535/Letters) dated 25 November 2025 (drawing number 173535-ACE-XX-00-DR-C-0503 Rev D) shall be kept clear of obstructions exceeding 0.6 metres in height above carriageway level and shall be retained as such at all times.

Reason: In the interests of highway and pedestrian safety, in accordance with Dartford Local Plan 2024 Policies M15 and M16.

20. **Visibility Splays (Pedestrian)** – The pedestrian visibility splays set out in the Highways Technical Letter (PR/173535/Letters) dated 25 November 2025 (drawing number 173535-ACE-XX-00-DR-C-0503 Rev D) shall be kept clear of obstructions exceeding 0.6 metres in height above carriageway and shall be retained as such at all times.

Reason: In the interests of highway and pedestrian safety, in accordance with the Dartford Plan 2024 Policies M15 and M16.

21. **Car Park Management Plan** - Notwithstanding the submitted Car Parking Management Plan (173535-R05 Rev A), no dwelling shall be occupied until a Full Car Parking Management Plan, with the aim of achieving appropriate use of the car parking areas and the prevention of inappropriate parking across the site, has been submitted to and approved in writing by the Local Planning Authority. The Full Car Parking Management Plan shall include, but not be limited to:

- (a) Details of how parking within formal spaces (residential and visitors) will be managed and enforced;
- (b) Details of how inappropriate parking across the site, informal parking outside of allocated parking spaces and exceedance of any time limits by individual vehicles will be managed and enforced;
- (c) Details of arrangements for the management and maintenance of electric vehicle charging points that are not on-plot;
- (d) Details for the management and maintenance of the parking spaces;
- (e) Details for the management and maintenance of the substation parking spaces; and
- (f) A programme of implementation, regular monitoring and management of the car parking spaces to be reviewed regularly and as necessary for the lifetime of the development.

The development shall thereafter accord with the latest approved Full Car Parking Management Plan at all times.

Reason: To ensure adequate management arrangements for residential and visitor car parking, the free flow of traffic on the highway, protect residential amenity and to encourage sustainable travel in accordance with Dartford Local Plan 2024 Policies M15 and M16.

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

- 22. Residential Travel Plan** - Notwithstanding the submitted Residential Travel Plan (document ref 173535-R03 October 2025), no dwelling shall be occupied until a Full Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Full Residential Travel Plan should aim to reduce car dependency and shall include objectives and modal-split targets, a programme of implementation and provision for monitoring, review and improvement. The Full Residential Travel Plan should also include details for the operational arrangement for the car club with the wider Western Cross area, and the mechanism for advertising the one year's free membership to the car club programme and the availability of £50 free driving credit. Thereafter, the latest approved Full Residential Travel Plan shall be implemented in full and adhered to throughout the life of the development, with monitoring and reporting taking place for a minimum of five years from first occupation.

Reason: In the interest of sustainable travel, in accordance with Dartford Local Plan 2024 Policies M15, M16 and E2.

- 23. Ecological Enhancements** - No building shall be occupied until the ecological enhancement measures shown on drawing P24-1771_EN_0005_S1_REV C related to that building or its boundaries have been installed in accordance with the approved details. The installed ecological enhancement features shall thereafter be retained and maintained at all times.

Reason: To ensure delivery of ecological and biodiversity mitigation and enhancement in accordance with Dartford Local Plan 2024 Policy M14.

Informative: The ecological enhancement plan details: 15no. Ibstock Swift Eco Habitat-3 boxes; 7no. Open front black Redstart bird boxes; 22no. Ibstock Enclosed Bat Box 'C'; and 15no. integrated bee bricks will be installed within buildings and brick boundary walls and hedgehog highways installed in all close board fencing.

- 24. Water Efficiency** - No dwelling shall be occupied until the water efficiency measures to achieve the water usage of no greater than 105 litres per person per day as identified in the AES Energy and Sustainability Statement (Reference 6799 - September 2025) have been installed.

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

Compliance

25. Energy and Sustainability - The development shall be carried out in accordance with the following requirements as set out in the AES Energy and Sustainability Statement (September 2025) and Sustainability Assessment (excel) (dated August 2025):

- (a) A minimum reduction in regulated carbon emissions of 68.33% compared to the Target Emission Rate (TER) calculated under Approved Document L (2021) using the Standard Assessment Procedure (SAP) methodology.
- (b) Energy Use Intensity not exceeding 63 kWh/m²/year for houses and 84 kWh/m²/year for apartments, as modelled in the submitted assessment.
- (c) Space heating demand not exceeding 17 kWh/m²/year for houses and 35 kWh/m²/year for apartments, as modelled in the submitted assessment.

Where these measures cannot be achieved, alternative or additional measures shall be proposed, details of which shall be submitted to and approved in writing by the Local Planning Authority and thereafter installed prior to the first occupation of the dwelling to which they relate.

The measures to achieve the above requirements shall be implemented in full and thereafter be retained and maintained in good working order for the lifetime of the development.

Reason: To ensure sustainable development in accordance with Dartford Local Plan 2024 Policy M3 and Ebbsfleet's Sustainability Assessment Guide

26. Circular Economy - The development hereby permitted shall be carried out in accordance with the commitments, targets, monitoring, reporting and implementation plan set out in the AES Circular Economy Statement (reference 6799 rev 2.0).

Reason: To ensure circular economy principles are embedded throughout design, construction, and end-of-life stages of the development to reduce waste, maximise resource efficiency, and support sustainability objectives, in accordance with Kent Minerals and Waste Local Plan March 2025 Policy CSW 3 and Dartford Local Plan 2024 Policy M3.

27. Street Light Dimming - The street lighting hereby approved, both adopted street lighting and private street lighting, shall follow the Kent County Council Highway's dimming regime and be dimmed by 40% between the hours of 20:00 to 22:00 and then dimmed by minus 60% between the hours of 22:00 to 05:00 every day of the week.

Reason: In the interests of ecological and biodiversity protection in accordance with Dartford Local Plan 2024 Policy M14.

28. Accessible Dwellings - All dwellings hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (2) - Accessible and Adaptable Dwellings.

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

INFORMATIVES:

1. ADDITIONAL DOCUMENTS

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

- Design and Access Statement Rev C03 dated August 2025
- Brick Types Strategy dated November 2025
- Planning Cover Letter dated 05 November 2025
- Planning Statement dated September 2025
- Architectural Characters Rev P01
- 173535/Letters – Eastern Quarry (Ashmere) Phase 4 Highways Letter dated 25 November 2025
- 173535-01 - Noise Assessment dated August 2025
- 173535-04 - Drainage Technical Note dated August 2025
- 173535-R02 - Highways Technical Note dated August 2025
- 173535-R03 Rev A - Residential Travel Plan dated October 2025
- 173535-R05 Rev A - Car Parking Management Plan dated October 2025
- 173535-R06 – Highways Technical Note Addendum dated October 2025
- P289-01-R-03-02 - Utilities Statement (NIC) - Appendix A dated August 2025
- P289-01-R-03-02 - Utilities Statement (NIC) - Appendix B dated August 2025
- P289-01-R-03-02 - Utilities Statement (NIC) dated August 2025
- 6799 - Circular Economy Statement (AES) dated August 2025
- 6799 - Energy & Sustainability Assessment (AES) dated September 2025
- 7001 - Daylight & Sunlight Report (eb7) dated August 2025
- Ashmere Phase 4 - Sustainability Checklist (received 14 October 2025)
- Construction Environmental Plan (Countryside Partnerships)
- EDC Sustainability Assessment (excel) dated August 2025
- P24-1771_EN_0002_S1_REV C - Boundary Treatments Plan
- P24-1771_EN_0005_S1_REV C - Ecological Enhancements
- P24-1771_EN_0004_S1_REV D - Urban Greening Factor
- RT-MME-182315-01 - Ecological Statement (Middlemarch) dated May 2025
- V039: Ashmere Phase 4 - Overheating Risk Assessment (OCSC) dated July 2025

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.

3. VEGETATION CLEARANCE

Works must take place in accordance with the requirements of the Wildlife and Countryside Act 1981. Due to the time of year, Kent County Council's Ecological Advice Service advise that if the remaining vegetation clearance works have not been carried out then the applicant must seek further advice prior to clearing remaining vegetation. This is to ensure the works do not result in a breach of wildlife legislation. Due to the small area of vegetation to be cleared Kent County Council's Biodiversity Officers are satisfied that the additional information is not required to be submitted to clarify this point.

4. LANDSCAPING

The applicant is reminded that condition 64 of outline permission EDC/17/0048 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.

5. EMPLOYMENT ACTION PLAN

The applicant is reminded that 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.

6. DEVIATION FROM THE 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 approval.

7. 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.

8. NAMING AND NUMBERING

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

9. STRATEGIC ACCESS MANAGEMENT AND MONITORING STRATEGY (SAMMS)

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

10. PERMITTED DEVELOPMENT RIGHTS

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

11. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority. Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site. Please note: Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

12. POSITIVE AND CREATIVE APPROACH TO DECISION-TAKING

In accordance with paragraph 39 of the National Planning Policy Framework, Ebbsfleet Development Corporation, as local planning authority, has approached the proposed development in a positive and creative way, focusing on finding solutions:

- The applicant/agent was provided with pre-application advice;
- The applicant/agent was advised of planning issues during the processing of the application and additional information has been submitted to address these;
- The application was determined within the relevant timescales as agreed with the applicant through a Planning Performance Agreement and Extension of Time agreement.

1.0 SITE CONTEXT AND PROPOSAL

Background

- 1.1 The application site is formed of an area of brownfield land situated within the Eastern Quarry (hereafter 'EQ') strategic development site in Ebbsfleet.
- 1.2 EQ, which measures some 270ha in area, is bounded by the A2 to the south, the B255 and Bluewater shopping centre to the west, and Alkerden Lane and the settlements of Greenhithe and Swanscombe to the north. Outside the boundary of EQ, the Northfleet West Sub Station site (known as Weldon, formerly Ebbsfleet Green) to the south west is practically complete following construction of a development by Redrow Homes comprising residential, retail, hotel, pub, primary school and community uses.
- 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 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.
- 1.5 The central Alkerden village, which forms the commercial and community heart of EQ, has permission for an education campus, which is under construction and anticipated to be operational in September 2026. 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.
- 1.6 Details have been approved for a total of 733 dwellings in Western Cross (Ashmere) village to the west through a joint venture between Vistry and Clarion Housing, with the completion of Phase 1 and construction progressing on Phases 2 and 3. The names Ashmere and Western Cross have been used interchangeably to describe the most western village in Eastern Quarry. This report will adopt Western Cross as the term to describe this western village, as EDC seek to regularise naming for locations across EQ.

Application Site

- 1.7 The application site constitutes a rectangular shape in the south-west corner of the Western Cross village and extends to approximately 4.21ha. The site is bound by Fastrack to the north, Western Cross Phases 3 and Parcels 7a and 7b to the east, and public open space to the south and west. The red line boundary for the application site within its immediate surroundings is provided below:



The Application Site

- 1.8 Notably, a rectangular area has been carved out of the middle of the red line boundary. Phase 4 contains one of the five Neighbourhood Greens ('NG's) within Western Cross, which will occupy this area of the red line boundary omitted from this submission. This NG will be delivered, alongside the public open space along the western boundary of the site, by the master developer for Eastern Quarry (Henley Camland). Throughout the pre-application advice and consultation, the design teams have been liaising with Henley Camland on the emerging landscape proposals for the NG. The NG application (application reference EDC/25/1083) is also being considered alongside this proposal simultaneously, but is not being presented to members at the same committee meeting.
- 1.9 Former quarrying activity at EQ has created a dramatic landscape with steep chalk cliffs around the perimeter. Much of the former quarry has been backfilled with Thanet sand over the worked chalk but there are still considerable land level differences between the quarry floor and the site's surrounding areas. Earthworks for Western Cross have previously been approved under a separate planning application for advance infrastructure and these works have been undertaken at the site to form the development platform. As such, the site currently consists of an undeveloped parcel of land which slopes from north to south with a level change of approximately 2.4m at present.
- 1.10 The site is located within Flood Zone 1, does not fall within a Conservation Area, is not situated near any designated heritage assets, and does not subject to any environmental constraints.

- 1.11 The site is regarded as a highly sustainable location and is defined as a 'Highly Accessible Area' as per the Sustainable Travel Strategy (STS). The Fastrack route is directly adjacent to the north boundary of the site and the scheme has been designed to provide direct access. Therefore, future residents would also be well-connected to the Fastrack corridor, which includes integrated walkways and cycle routes as well as the wider road and cycling network. Residents would also be well served by the varied public open spaces which adjoin the application site to the south and west, which integrate this phase into the footpath and cycle path network.

Proposal

- 1.12 The application seeks approval for all reserved matters (access, appearance, layout, scale, and landscaping) pursuant to the extant outline permission for EQ for the construction of 228 dwellings and associated infrastructure including roads, surface water attenuation and electricity sub-stations.
- 1.13 The proposed development is for a medium density scheme, achieving 54dph. The scheme comprises a mix of apartments and houses as follows:

Table 1.1: Accommodation Schedule

Dwelling Size	Apartments	Houses	TOTAL
1-bed	32	0	32
2-bed	55	29	84
3-bed	0	62	62
4-bed	0	50	50
TOTAL	87	141	228

- 1.14 The proposal constitutes two main urban typologies: high density apartment blocks and terraced housing. 1no. five to six-storey apartment block is situated on the north-west corner of the site and is designated as a landmark building. 2no. four-storey apartment buildings form the linear row of high-density development along the northern boundary. The remainder of the development, to the south of these apartment blocks, comprise medium density 2- and 3-storey housing fronting several different street typologies ranging in formality and orientated at the edges of the development to look out onto the adjoining public open spaces.
- 1.15 A proportion of affordable houses are proposed using a pepper-potted approach across the development. The total number of affordable units is 57no., which amounts to 25% of the overall phase. Of these affordable units, 80% are to be shared ownership and 20% affordable rent, which conforms with the existing s.106 agreement. The proposed mix is as follows:

Table 1.22: Affordable Housing Provision Type & Tenure

Dwelling Size/Type	Affordable Rent	Shared Ownership	TOTAL
1-bed flat	0	8	8
2-bed flat	0	20	20
2-bed house	4	7	11
3-bed house	4	11	15
4-bed house	3	0	3
TOTAL	11	46	57

- 1.16 Pursuant to condition 25 of the outline permission for EQ, which requires the submission of details to be provided with any RMA, details of the following sections in relation to the condition have been provided in the submission and will be discussed in the appraisal section below:
- a) Updated area plan
 - b) Landscaping
 - c) Materials
 - d) Street lighting and furniture
 - e) Boundary treatment
 - f) Surface finishes and hard landscaping
 - h) External lighting (not street lighting)
 - j) Cycle Parking
- 1.17 A strategy for public art has been identified in the AMP/ADC for Western Cross including potential locations which lie outside this parcel. Details relating to public art as required by part i) of condition 25 of the outline planning permission are therefore not relevant to this application. In addition, details relating to part k) television receivers; and m) layout of community buildings, g) schedule of open spaces are also not relevant to this application. Details of '(h) External lighting (not street lighting)' have not been submitted with the application but their omission is not considered to prevent the determination of the application at this time and can be addressed by further planning conditions in co-ordination with other lighting, street furniture and elevational details.
- 1.18 In accordance with condition 28 (noise in relation to a principal highway) of the outline planning permission, a noise assessment has been submitted to support the reserved matters application.
- 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 telecoms equipment is to be delivered by the site wide landowner (Henley Camland) and none are proposed in this phase.

2.0 RELEVANT PLANNING HISTORY

High Level Permissions

- 2.1 DA/03/1134/OUT - Outline permission for a mixed development comprising up to 6,250 dwellings and up to 231,000sq metres of built floorspace for: business premises; education; community & social facilities; hotels; theatre; & supporting retail & leisure facilities & associated works - Approved 13.11.07
- 2.2 DA/12/01451/EQVAR - S73 application for the variation of conditions of DA/03/1134/OUT to reflect a revised disposition of land uses across the site - Approved 18.01.13
- 2.3 EDC/17/0048 - S73 application for the variation of conditions of DA/12/01451/EQVAR relating to parameter plans and strategies. Approved 28.03.18

Discharge of Outline Conditions

- 2.4 EDC/18/0196 – Application for the discharge of conditions 19, 20 & 21 attached to planning permission reference no. EDC/17/0048 relating to the submission of the Area

Masterplan, Area Design Code, and Air Quality Monitoring. [Including Parking Management Plan]. Approved 19.06.2019.

2.5 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 Relevant Applications

- 2.6 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.
- 2.7 EDC/19/0196 - Reserved Matters Application (relating to access, appearance, landscaping, layout and scale) for 281 dwellings (Phase 1) with associated infrastructure including road and surface water attenuation, pursuant to outline planning application EDC/17/0048 - Approved 21.04.20.
- 2.8 EDC/20/0013 - Erection of a temporary sales and marketing suite, with associated car parking and landscaping. - Approved 01.09.20.
- 2.9 EDC/20/0126 - Reserved matters application (details relating to access, appearance, layout, landscaping and scale) for the erection of two dwellings. - Approved 18.03.21.
- 2.10 EDC/21/0079 - Reserved Matters application (relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 of outline planning permission EDC/17/0048 for 235 dwellings (Phase 2) and associated infrastructure including roads and surface water attenuation together with creation of a neighbourhood Green. - Approved 22/07/21.
- 2.11 EDC/21/0148 - Reserved Matters application (details of access, appearance, layout, scale and landscaping) pursuant to conditions 2 and 25 of outline planning permission EDC/17/0048 for the installation of the Fastrack corridor, including vehicle, pedestrian and cycle access, landscaping and associated works - Approved 30.06.21
- 2.12 EDC/24/0147 – Reserved Matters application (relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 (details of Reserved Matters), Condition 25 (Reserved Matters Design Details) and Condition 28 (Noise Report) of outline planning permission EDC/17/0048 for 216 dwellings (Phase 3) and associated infrastructure including roads, surface water attenuation and electricity sub-station. Approved – 06.03.2025.

3.0 PUBLICITY AND REPRESENTATIONS

- 3.1 The application was publicised in the Ebbsfleet Development Corporation (EDC) weekly list.
- 3.2 Neighbour notification letters were sent to local addresses. The proposals were advertised on site via 3 no. notices and publication in a local newspaper for the following reason(s):
- Major Development
 - Wider Publicity
- 3.3 First Site Notice expiry date: 13th October 2025. Second Site Notice expiry date: 3rd December 2025.
- 3.4 Press Notice expiry date: 9th October 2025. Second Press Notice expiry date: 4th December 2025.
- 4.4 1no. letter of representation has been received in objection to the application raising the following concerns:

Inadequate parking provision:

- Existing parking issues are noted in earlier development phases, where all homes have allocated spaces. Insufficient visitor bays, particularly around apartments, are worsening existing parking problems.
 - The proposals have overall less parking spaces, and provide no allocation for 1-bed flats will exacerbate existing issues.
 - Car sharing and public transport are impractical.
 - Homes marketed as family homes will also increase demand as children grow up and drive.
 - Photo evidence in section 3.8 is outdated (2019), from a different site (Castle Hill), and taken during work hours—irrelevant to current parking needs.
- 3.5 *EDC Case Officer Note: In considering this application, due regard has been given to the comments received and they have been intrinsically assessed in the planning appraisal given below. It is acknowledged that earlier phases of Western Cross have experienced parking pressures. The Parking Management Plan for Whitecliffe (June 2019) established that, should parking problems arise post-occupation, the appointed Management Company is responsible for implementing appropriate measures in consultation with the planning and highway authorities. In 2023, RMG (Residential Management Group), acting on behalf of Countryside, introduced parking enforcement measures in Phase 1, including signage and engagement with residents. However, enforcement was subsequently withdrawn following significant resident opposition and a vote to remove controls. Both RMG and Countryside confirmed they would continue monitoring parking issues, and EDC officers advised that enforcement should remain an option if future need arises. For Phase 4, the applicant has submitted a site-specific Parking Management Plan as part of this reserved matters application. This plan sets out a framework for monitoring and managing parking demand and includes provisions for visitor parking. While the objection notes that one-bedroom apartments are not allocated spaces, the overall parking strategy has been assessed against adopted standards and is considered acceptable given the mix of uses, anticipated car ownership levels, and sustainable transport measures. The plan also retains flexibility for additional management interventions should issues arise post-occupation. In summary, while historic challenges are noted, the proposed approach for Phase 4*

incorporates lessons learned from earlier phases and provides a mechanism to address future parking concerns. The application is therefore considered to comply with relevant parking and design policies.

4.0 CONSULTATION RESPONSES

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

4.2 Kent County Council (KCC) Highways

Received 05.12.2025 – No objection subject to conditions.

Following initial comments seeking further information and raising specific concerns, KCC officers have confirmed:

- Most previous comments have been suitably resolved.
- Visibility Splays - Provide and permanently retain vehicle and pedestrian visibility splays (Phase 4 Highway Layout, drawing 173535-ACE-XX-00-DR-C-0503 Rev D).
- Parking Provision - Provide and retain vehicle parking spaces, car ports, and garages (Proposed Parking Plan ASH-BPTW-S01ZZ-DR-A-0122 Rev C03). Submit and implement a Full Car Parking Management Plan before first occupation, including:
 - Management of allocated spaces and prevention of informal/inappropriate parking.
 - Maintenance of EV charging points and substation spaces.
 - Regular monitoring and review.
- Cycle Facilities - Provide secure, covered cycle parking (1 space per bedroom, 5% adaptive cycles) before occupation. Provide visitor cycle parking for apartment blocks. Install charging facilities for electric cycles in communal stores.
- Electric Vehicle Charging - Install EV charging facilities (active and passive) as per Highways Technical Note Addendum (173535-R06). All chargers for homeowners must be Mode 3 (7kW) and SMART-enabled.
- Travel Plan - Submit and implement a Full Travel Plan to reduce car dependency, including Objectives, modal-split targets, monitoring, and annual review for 5 years.
- Other Requirements - Garage facades must remain unenclosed to prevent loss of parking spaces.
- Implement measures to prevent surface water discharge onto the highway.

EDC Officer Comment: These comments are discussed within the appraisal section. Suitably worded planning conditions and informatives are also proposed to address the matters raised and this advice has been shared with the applicant. In respect of surface water discharge, the submitted Drainage Technical Note (173535-04) confirms surface water will discharge into a strategic piped network within highways, which connects to cascading swales and a southern lake before outfall to the River Thames, and has been separately assessed by KCC as the Lead Local Flood Authority

4.3 KCC Lead Local Flood Authority

Received 01.10.2025 – no objection

KCC's Sustainable Drainage Team Leader has reviewed the information available and confirms no objection to the determination of reserved matters.

4.4 KCC Mineral and Waste Planning Policy Team

Received 14.10.2025 – no objection.

- The submitted Circular Economy Statement (CES) is comprehensive and aligns with Policies CSW1 (Sustainable Development) and CSW3 (Waste Reduction) of the Kent Minerals and Waste Local Plan 2024–39.
- The CES addresses waste reduction through circular economy principles, including the re-use of existing materials, Circular and responsible resource sourcing, and design for longevity and adaptability.
- It demonstrates how materials will be retained or sustainably discarded during construction to recover value.
- The County Council supports the CES's scope and objectives to minimise waste and maximise reuse and no further comments or safeguarding objections are raised.

EDC Officer Comment: These comments are discussed within the appraisal section. Suitably worded planning conditions and informatives are proposed to address the matters raised and this advice has been shared with the applicant.

4.5 KCC Ecology

Received 14.11.2025 – no objection.

- Vegetation clearance - Due to the time of year we advise that if the remaining vegetation clearance works have not been carried out then the applicant must seek further advice prior to clearing the remaining vegetation. This is to ensure the works do not result in a breach of wildlife legislation. Due to the small area of vegetation to be cleared we are satisfied that the additional information is not required to be submitted to clarify this point.
- Planting - The submitted illustrative landscaping masterplan has not included details of any native species planting and may not comply with the site Wide Biodiversity Action Plan (BAP) secured for Alkerden and Ashmere which requires minimum percentages for native and wildlife friendly planting. This should be further considered by EDC officers
- Enhancements - The submitted enhancement plan has confirmed that 22 bat boxes, 22 bird boxes (including swift and black redstart bird boxes), 15 bee bricks and Hedgehog highways in close board fencing are proposed, which meets the requirements of the BAP secured under the outline planning permission.
- Lighting - The submitted lighting plan demonstrates that the horizontal light spill into open space is less than 1lux, therefore KCC accept that parts of the open space will receive minimal light spill. An overnight dimming regime is recommended to further reduce impacts from lighting.

EDC Officer Comment: These comments are discussed within the appraisal section. Suitably worded planning conditions and informatives are proposed to address the matters raised and this advice has been shared with the applicant.

4.6 Kent Fire and Rescue Service

Received 24.09.2025 – no objection.

4.7 Environment Agency (EA)

Received 11.09.2025 – no objection and no comments.

Confirms the EA is not a statutory consultee for reserved matters applications.

4.8 Kent Police Designing Out Crime Officer (DOCO)

Received 11.09.2025 – no objection.

The DOCO has not objected or provided specific comment but has supplied advice for the applicant with respect to general Secure by Design principles in respect of layout and design.

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

4.9 Active Travel England

Received 12.09.2025 – no objection, refer to the LPA reviewing the standing advice.

EDC Officer Comment: In respect of Active Travel England's standing advice it is acknowledged that the development should embed active travel principles in line with national policy and Active Travel England guidance. Key measures include:

- Trip Forecasting: Transport Assessment to predict walking, wheeling, and cycling trips, aligning with the national target for 50% active travel by 2030.*
- Connectivity: Safe, direct pedestrian and cycle routes to local amenities and public transport, compliant with Inclusive Mobility and LTN 1/20 standards.*
- Access to Services: Key amenities within 800m walking distance; most homes within 400m of a frequent bus stop or 800m of rail/tram.*
- Cycling Provision: Segregated cycle routes and high-quality cycle parking, including spaces for non-standard cycles.*
- Site Design: Permeable layout prioritising pedestrians and cyclists, 20mph residential streets, natural surveillance, and green infrastructure.*
- Travel Plan: Full plan with ambitious active travel targets, phased monitoring, and measures to encourage sustainable modes.*

The proposed development has fully considered and maximised opportunities for active travel in line with national policy and Active Travel England standing advice. The layout prioritises walking and cycling through direct, accessible routes to local amenities and public transport, supported by high-quality cycle infrastructure and cycle parking. Public transport access meets recommended distance thresholds, and placemaking measures such as green spaces, natural surveillance, and 20mph residential streets have been incorporated. A comprehensive Travel Plan ensures sustainable travel choices are being embedded from the outset.

4.10 UK Power Networks

Received 12.09.2025 – no objection and no comments.

4.11 Southern Water

Received 16.09.2025 – no objection

Confirm no objections to the approval of these reserved matters.

4.12 Thames Water

Received 19.09.2025 – No comments.

As there are no changes to the proposed foul and surface water drainage strategy, Thames Water have no comments to make.

4.13 LPA Noise Consultant (Bureau Veritas)

Received 26.09.2025 – no objection subject to conditions.

- While the submitted Noise Assessment report contains a number of minor issues, these do not detract from the conclusions of the assessments undertaken and generally follows the same methodologies as adopted for previous development phases within Western Cross.*
- In respect of Environmental Noise Levels, road traffic noise is dominant at the site. While additional detail on internal traffic modelling would have been beneficial, the future traffic flows on site have been indicated and appropriate noise mitigation measures are suggested for habitable rooms, including glazing specification,*

ventilation specifications (passive trickle vents and mechanical ventilation) for the worst affected dwellings facades nearest and facing the B255 and A296.

- While a number of balconies and gardens have noise levels exceeding 55dBA limit. It is acknowledged that these residents can access quieter public amenity space within the vicinity of the site to offset the adverse impacts of traffic noise.
- The assessment of Air Source Heat Pumps (ASHP), Mechanical Ventilation with Heat Recovery (MHVR) units and hot water pumps are suitable to demonstrate feasibility, however given the lack of finalised specification it is considered necessary that noise emissions from these items are controlled by planning conditions.
- The assessment of overheating is considered suitable to demonstrate feasibility, however further detailed assessment is to be undertaken (and control of internal noise levels during overheating conditions is not directly controlled by Approved Document Part O), this element shall also be secured by planning condition.
- While it is recommended that the application should not be refused on noise grounds, planning conditions relating to air source heat pumps, mechanical ventilation and hot water pumps, and noise mitigation securing internal noise levels, and further assessment of noise impacts during overheating conditions are recommended.

EDC Officer Comment: These comments are discussed within the appraisal section. Suitably worded planning conditions and informatives are proposed to address the matters raised and this advice has been shared with the applicant.

4.14 LPA Lighting Consultant (Bureau Veritas)

Received 30.09.2025 – no objection.

Daylight and Sunlight Assessment:

- A peer review of the submitted Daylight, Sunlight and Overshadowing (DSO) assessment has been undertaken. The methodology follows BRE guidance Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2022), BS EN 17037:2019, and CIBSE LG10, and is considered appropriate and in line with best practice.
- The assessment identifies receptors, including neighbouring properties and amenity spaces, and compares baseline and proposed conditions. The site lies in the south-west of the Western Cross, with apartment buildings to the north (within Phase 2) most likely to experience change.
- Results show that five rooms in Blocks 2a–c would experience a noticeable reduction in daylight (greater than 0.8 times baseline), but all retain over 50% daylight across their floor area, indicating good overall access. All but one neighbouring living space meets BRE sunlight targets, with the exception still achieving acceptable winter sunlight levels.
- For the proposed development, 90% of rooms comply with BRE daylight targets, with 100% of habitable rooms meeting the standard. Sunlight compliance is achieved in 81% of units; shortfalls are attributed to orientation and are not considered significant. Shared amenity spaces exceed BRE guidance, with 86% receiving two or more hours of sunlight on 21 March.
- Overall, the scheme demonstrates good daylight and sunlight performance and is considered acceptable.

External Lighting:

- A peer review of the submitted lighting strategy has been undertaken. The review considered receptor identification, methodology, compliance with relevant standards, and potential environmental effects.
- The proposed strategy is based on British Standards BS 5489-1:2020 and BS EN 13201-2:2015, and ILP guidance on reducing obtrusive light. The site is classified

as Environmental Zone E3 (suburban), with pre-curfew and post-curfew limits of 10 lux and 2 lux respectively.

- Lighting design includes 8m and 6m columns and 1m bollards using LED luminaires, with most fittings at 0° tilt to minimise upward light spill. Road lighting classes P4 (adopted roads) and P5 (private roads) are considered appropriate. Adjustments to column height and optics have been made to meet standards for wider roads.
- Contours provided indicate no exceedance of ILP limits at residential receptors. Lighting on vegetation remains below 1 lux, and warm 4000K LEDs are specified, reducing potential ecological impacts. No significant environmental effects are anticipated.

4.15 LPA Landscape Consultant (CSA Landscaping)

Received 30.09.2025 – no objection, but amendments and revision recommended.

The proposals as outlined in the Illustrative Landscape Masterplan was generally well-coordinated and aligned with pre-application discussions, with tree coverage maximised across the parcel. However, several issues were identified:

- The eastern secondary street lacked lighting columns, raising concerns about future coordination with street trees.
- Boundary treatments along the western edge were absent, and it was recommended that hedging or fencing be introduced to prevent unwanted parking.
- Opportunities were highlighted to replace unnecessary parking spaces with soft verges to enhance amenity and reduce hard surfacing.
- Pedestrian links to the southern lake frontage were considered overly wide, potentially allowing vehicular access; bollards or verge build-outs were suggested to address this.
- The intricate style of the blockwork patterns proposed for public realm areas were welcomed but required detailed laying specifications to ensure quality delivery.
- Concerns were also raised about the availability of certain tree species at the specified size and the adequacy of rooting volumes in constrained verges, with conditions recommended to secure soil cell provision.
- Overall, the Boundary Treatments Plan was deemed satisfactory, subject to careful planting specification, and the Landscape Management Plan was considered fit for purpose.
- Several conditions were advised, covering detailed planting schedules, hard surfacing and street furniture specifications, construction details for unique paving treatments, and coordination of tree planting with underground services.

Following this initial set of comments, the EDC sought amendments, which the applicant provided as part of fresh suite of documents on 7th November 2025. CSA Landscaping were subsequently reconsulted and provided the following comments (summarised) on 20th November 2025:

CSA were satisfied that many of the previous issues had been addressed. Lighting columns were added to the eastern secondary street, and visitor parking arrangements were improved with the introduction of planted verges. Bollards were incorporated into southern pedestrian links to prevent vehicle access, and blockwork banding was extended to key areas and mews streets. The tree species palette was refined to ensure suitability and availability, and parking bays will now be demarcated in contrasting blockwork. Two “play-on-the-way” installations were introduced, with a suggestion for a third to further enhance connectivity to the Neighbourhood Green. Communal garden hedges were repositioned within the public realm to secure long-term maintenance, and low brick walls with railings were added to protect planted beds from vehicle encroachment. These changes represent a positive response to earlier

feedback and strengthen the overall landscape strategy. Conditions are still recommended to ensure that sufficient level of detail is secured at development control stage.

EDC Officer Comment: These comments are discussed within the appraisal section. Suitably worded planning conditions and informatives are also proposed to address the matters raised.

4.16 Dartford Borough Council (inc. Housing Development and Policy Manager)

Received 14.11.2025 – no objection

The details set out in the application are acceptable.

- 4.17 The following organisations and local ward councillors were consulted on the application but provided no comments - Bean Residents Association, Bean Parish Council, Cllr Victoria Akintomide-Akinwamide, Cllr - Jonathon S Hawkes, Cllr Danny Nicklen

5.0 PLANNING POLICY

- 5.1 The following national planning policies and guidance are relevant and material to this application:

- National Planning Policy Framework December 2024 (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guide
- Building for a Healthy Life 2020
- Technical Housing Standards – Nationally Described Space Standards (2015)
- Building for a Healthy Life (2020)
- Active Design: Creating Active Environments through Planning and Design (2023)
- Professional Practice Guidance on Planning & Noise New Residential Development May 2017 (ProPG)

- 5.2 The Development Plan applicable to this application comprises the Dartford Local Plan (April 2024) and the Kent Minerals and Waste Local Plan 2024-2039. The policies relevant to the consideration of this application are set out below:

The Dartford Plan (adopted April 2024):

Policy S1 - Borough Spatial Strategy

Policy S2 - Infrastructure Planning Strategy

Policy S3 - Climate Change Strategy

Policy S4 - Borough Development Levels

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 M7 - Affordable Housing

Policy M8 - Housing Mix

Policy M9 - Residential Amenity Space

Policy M10 - Extensions, New Dwellings and Garden Land

Policy M13 - Green and Blue Infrastructure and Open Space Provision

Policy M14 - Biodiversity and Landscape

Policy M15 - Travel Management
Policy M16 - Active Travel, Access and Parking

Kent Minerals and Waste Local Plan 2024-2039 (adopted March 2025):
Policy CSW 3: Waste Reduction

- 5.3 The following other planning guidance is also relevant and material to the determination of this application:

DBC Supplementary Planning Guidance

- Parking Standards SPD (July 2012)
- Dartford Borough Council 'Waste Collection & Recycling on new developments guidelines for developers'

KCC Supplementary Planning Guidance

- The Kent Design Guide (2000)

EDC Guidance

- Ebbsfleet Implementation Framework
- Design for Ebbsfleet Guide
- Ebbsfleet Public Realm Strategy
- Ebbsfleet Sustainable Travel Strategy
- Ebbsfleet Sustainability Guidance

Other Guidance

- Ashmere Area Master Plan and Design Code (AMP/DC)
- Eastern Quarry Parking Management Plan (PMP)

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 matters reserved (access, appearance, landscaping, layout and scale), other highways matters, lighting, housing standards including amenity, affordable housing delivery, parking and cycle provision, sustainability and ecology. In assessing these planning considerations, regard has been given local and national policy, and the overarching aims of the suite of documents secured under the outline permission, notably the Area Master Plan and Design Code (AMP/DC).

Principle of Development

- 6.2 The Government is committed to boosting the supply of housing and the delivery of a wide choice of high-quality homes to ensure development meets the market and affordable housing needs. Paragraph 11 of the NPPF identifies that planning decisions should apply a presumption in favour of sustainable development and paragraph 77 (NPPF 2024) endorses the provision of new homes that follow the principles of Garden Cities as an identification of quality. Policy S1 (Borough Spatial Strategy) of The Dartford Plan (DP) supports housing provision in Ebbsfleet, in accordance with policies S4 (Borough Development Levels) and S5 (Sustainable Housing Locations) and which sets out specific parameters for the creation of a chain of distinctive and individual but linked communities. Policy M8 (Housing Mix) of the DP supports housing development which provides for an appropriate range of housing stock and provision of a satisfactory quality of residential development. Delivery Theme 1 of the Ebbsfleet Implementation Framework promotes the delivery of a wide range of homes and tenures for all life

stages, that meet local aspirations including the affordable housing requirements as set out in relevant local planning policies.

- 6.3 Outline planning permission (OPP) has been secured for the entirety of EQ, as detailed in the planning history section of this report. Permission ref: EDC/17/0048 is the most recent variation of the original outline permission and is read in conjunction with permissions refs: DA/03/1134/OUT and DA/12/01541/EQVAR. The overarching planning provisions are drawn down through a suite of documents approved pursuant to the OPP which form a comprehensive strategy and set of objectives for the delivery of housing in this location. These include the site Wide Masterplan, Area Masterplan (AMP), Area Design Code (ADC), Parking Management Plan (PMP), Utilities Framework, Water Management Plan, and the Biodiversity Action Plan (BAP).
- 6.4 The OPP dwelling limit for EQ is 6,250 dwellings and the AMP advises a maximum parameter of dwellings in Western Cross as 3,000 dwellings. Current approvals within Western Cross total 734 units. The present application is for 228 dwellings and would result in a total of 1022 units within Western Cross if approved. This number would still be significantly below the maximum total number of dwellings indicated for Western Cross. Furthermore, combined figures for approved units across Castle Hill, Alkerden and Western Cross (including the present application) equate to approximately 3,353 units, which is well below the OPP limit of 6,250 dwellings.
- 6.5 As informed by obligations under the OPP, the AMP/ADC commits to an even dispersal of affordable housing across Western Cross, with each phase to include a 25% provision. This application for residential development for 228 dwellings including 57no. units (25%) of affordable housing complies with the broad development strategy as established in the AMP/ADC. It is noted that the s106 has more specific requirements with respect to Affordable Housing, which will be considered later in this report.
- 6.6 The principle of residential development at this site has therefore been established by the OPP and the number of units within Western Cross as a result of this application would remain below the maximum dwelling number within the approved AMP. However, the reserved matters application (RMA) will need to demonstrate that the detailed design of the proposals will not undermine the principles to be achieved across EQ and Western Cross as a whole, and as set out in the OPP, should demonstrate general accordance with the Phasing Plan (Condition 6), Site Wide Design and Access Strategy (Condition 8), Transport Strategy (Condition 9), Sustainable Construction Code (Condition 23), and AMP/DC (Conditions 19 and 20), unless robust justification is provided.
- 6.7 In conjunction with the principle of development, Western Cross has an adopted and combined Area Masterplan (AMP) and Design Code (DC) that sits as an overarching layer for development proposals for the Western Cross village area. The AMP/ADC establishes a clear design narrative for Western Cross Village which draws inspiration from the cultural heritage of the local area and on elements of how the quarry came to be, from its beginnings as farmland, to the extraction and treatment of rock and its transportation to the docks at Northfleet and Gravesend for wider distribution. The narrative sets out broad rules and principles for massing, materiality, and hard and soft landscaping, before refining these principles into a set of character areas that respond to its location within the site and any local historical markers. The OPP recognises that reserved matters applications should “generally accord” with the provisions of the AMP/DC, therefore confirming its status as a material consideration.

- 6.8 Furthermore, the AMP/ADC for Western Cross sets out clear guidelines in a systematic approach to ensure placemaking is consistent with the identified density and defined narrative. In relation to density the site-wide masterplan sets strategic locations for densities across EQ. High densities are to be located along the Fastrack corridor and at key gateway locations and around the Village Green. The AMP/ADC details street characters and also identifies appropriate block types, frontage characters (in relation to building line), building typologies and parking typologies. They set out which combination of these elements is appropriate for particular areas to achieve the desired character.
- 6.9 Relating this to Phase 4, the AMP/ADC identifies two character areas that this phase should conform with for development. An extract of the character areas is provided below:



Extract from the Western Cross AMP/DC of the character areas relating to the application site

- 6.10 Firstly, the northern section of the site should be shaped by Farmland Heritage. Here, built form and landscaping should draw upon the agricultural buildings that would have been common at Western Cross before quarrying activities commenced. Secondly, the southern section of the site is designated as Waterside Heritage, where inspiration should be drawn from the wharfs and warehouses at Northfleet and Gravesend's ports from which the quarried material was transported.
- 6.11 In summary, whilst the proposal is considered to be acceptable in principle, the details of the reserved matters application will need to demonstrate that the detailed design of the proposal will suitably address the principles to be achieved across the Western Cross Village as a whole, as set out in the approved strategy and design documents for Western Cross, as well as requirements of the OPP and the S106 agreement.

Reserved Matter – Access (including Highways)

- 6.12 Matters relating to 'access' include consideration of the accessibility to and within the site for vehicles, cycles, and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

- 6.13 Section 9 of the NPPF (2024) provides guidance for promoting sustainable transport and supports the creation of opportunities to promote walking, cycling and public transport use (paragraph 109). This is supported by Policy M15 (Travel Management) of the DP which encourages mixed use development and close interrelationship between different land uses as well as the provision of Fastrack to minimise car use and make effective and sustainable use of the transport network, while Policy M16 (Active Travel, Access and Parking) of the DP requires development to be appropriately located to minimise and manage arising transport impacts and promote the prioritisation of walking, cycling and public transport through clear linkages and permeability.
- 6.14 Relevant to all Reserved Matters, Policy E2 (Ebbsfleet Garden City Development Principles) of the DP states that development should comply with the principles set out in the Ebbsfleet Implementation Framework, the Design for Ebbsfleet Guide, the Ebbsfleet Public Realm Strategy and the Sustainable Travel Strategy. It also requires that development should *'demonstrate how the location and layout contributes to the scale, legibility and walkability of the Garden City and contribute and connect to the street hierarchy...and enable walkability and cycling..'* as well as providing *'accessible and attractive...local centres, and community and public facilities in walkable, vibrant and sociable neighbourhoods'*. Delivery Theme 3 in the Ebbsfleet Implementation Framework on 'Connected People and Places' promotes legible networks and the creation of safe, integrated and accessible transport systems, with walking, cycling and public transport systems designed to be the most attractive form of local transport. Delivery Theme 1 of the Ebbsfleet Implementation Framework seeks to ensure that the design of new neighbourhoods follows good urban design principles to deliver, attractive, safe and efficient layouts that contribute positively toward an appropriate character for Ebbsfleet.
- 6.15 The OPP for EQ established the broad locations and principles for strategic connections and road corridors within EQ, particularly in the Transport Strategy and the site-wide masterplan. Access to the site has therefore been secured by strategic planning through high level documents and it is considered that the proposal complies with these. As such, the application site fits well into the wider road, pedestrian and cycle network and public transport corridor.
- 6.16 Streets have a role in circulating traffic but also in creating distinct characters and successful places. Building upon the parameters in the OPP, the AMP/DC identifies a clear hierarchy and layout for streets through Ashmere to ensure streets are treated as key placemaking elements. The location of primary, secondary, and tertiary streets/mews, including areas where direct access would be permissible, are identified in the AMP/DC together with typical design layouts. Details of the street typologies were calculated to ensure dimensions met Kent Highway standards but also embedded strong principles of good urban design.
- 6.17 The proposed phasing for Western Cross is broadly north-west to south-east. The first phase of development, including vehicular access from the Hedge Place Roundabout, was granted planning permission in April 2020. This access provides connectivity from the wider transport network and allows occupations to come forwards whilst the remainder of the village is constructed with internal connections across the three villages. The Fastrack corridor has now opened for public transport, cyclists and pedestrians, providing a link between Western Cross, Alkerden and Castle Hill.
- 6.18 Access to the site is clear, inclusive and well-connected responding to the movement network and local street hierarchy. The primary vehicle access is from the secondary street on the eastern boundary, which runs north to south and continues the

established vehicle road from Western Cross Phases 2 and 3. Furthermore, the street network has been designed to restrict speed to 20mph.

- 6.19 In accordance with the general principles of EQ, no private vehicle access is permitted along the Fastrack route, which remains predominately dedicated to bus and active travel routes. However, the layout of this application ensures strong connections for pedestrians and cyclists along this transport corridor. Bus stops are located along the Fastrack route, providing access to Bluewater and Ebbsfleet International Station, as well as the wider centres of Dartford and Gravesend.
- 6.20 The proposed design has also kept pedestrian permeability as a key principle of the scheme, with a series of north–south and east–west routes linking the neighbourhood green at the centre of the site to the cliff edge and lake frontage. These routes include landscaped nodal spaces and raised tables at junctions to reinforce pedestrian priority. Shared-surface mews streets further enhance walkability, creating environments where pedestrians are prioritised over vehicles. Additionally, cycle provision is integrated throughout, with secure storage for apartments located at ground floor level and direct access to the Fastrack cycleway, while houses are provided with dedicated cycle stores within private gardens.
- 6.21 It should be noted that the strategy for highway adoption for phase 4 aligns with previous phases, in that only primary and secondary streets will be offered to KCC Highways for adoption. Tertiary Streets are not proposed to be adopted although these have been designed to adoptable standards. As only the footpath and verge along the western side of the Secondary Street falls within the site redline boundary (with the remainder of the Secondary Street coming forward as part of phase 3), all other residential roads and spaces will remain unadopted and be managed by a private management company.
- 6.22 Swept path analysis has been undertaken to demonstrate that the internal road network can accommodate large service vehicles, including refuse collection and fire appliances. The layout has been reviewed by highways officers, confirming that access is achievable. This includes provision of a hard-surfaced overrun at the southwestern corner of the site to allow a refuse vehicle to pass a cars, as well as adjustments to verge width. Refuse storage is integrated within apartment blocks, with dedicated stores located adjacent to landscaped parking courts, while individual houses are provided with secure storage areas within rear gardens and gated access to collection points. Drag distances have been assessed and accord with Dartford Borough Council guidelines.
- 6.23 Emergency fire access has also been addressed, with stopping points and dry riser inlets positioned to meet the requirements of BS 9991:2024 and Approved Document B. All dwellings fall within the maximum hose reach distance, and apartment blocks are served by dry risers located within 18 metres of appliance positions. These measures ensure that the development achieves a safe, functional and well-considered approach to refuse and emergency access, in line with the ambitions of the Area Masterplan and Design Code.
- 1.20 Additional information and a number of amendments have been made through the course of the application to address concerns raised by KCC Highways Officers. As such, KCC's holding objection has been formally removed alongside the proviso that a number of standard planning conditions related to the provision of car parking, visibility splays, parking management, electric vehicle charging, cycle storage facilities, the inclusion of storage facilities for adapted bikes, and the submission and implementation of a Full Residential Travel Plan.

- 1.21 Overall, it is considered the proposal sets out good urban design principles in respect of access and highways. Access to the site ensures functional and safe vehicular routes while maintaining pedestrian and cycle priority through shared surfaces, raised tables and direct connections to green spaces and the Fastrack corridor. Refuse and emergency access have been fully addressed through swept path analysis and compliance with relevant standards, ensuring operational efficiency without compromising design quality. Combined with step-free routes and strong links to public transport, the scheme delivers a safe and legible network that meets the provisions of the AMP/DC.

Reserved Matter – Layout

- 6.24 The matter of 'Layout' involves consideration of the way in which internal routes, buildings and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
- 6.25 Intrinsic to good design is the provision of a successful layout, which is at the heart of the NPPF core planning principles (paragraph 135, 2024). Policy M1 (Good Design for Dartford) of the DP at part c. states that good design should facilitate *'a sense of place, with social interaction, a physical environment encouraging health and wellbeing, attractive active environments and travel options... through a mix of uses and careful design and layout'*, while part d. seeks development to provide permeability through clear pedestrian and cycle linkages, active frontages, and a fine grain mix of buildings and spaces. Part 4. of the policy requires spaces to be designed to be inclusive, safe and accessible for the whole community, including young, elderly, disabled and less mobile people, with active design principles and reduce the fear of and opportunities for crime. Paragraph 117 of the NPPF encourages the provision of safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and avoiding street clutter.
- 6.26 Policy E2 (Ebbsfleet Garden City Development Principles) of the DP requires that development should *'demonstrate how the location and layout contributes to the scale, legibility and walkability of the Garden City and contribute and connect to the street hierarchy'*. It also requires that development should comply with the principles set out in the Ebbsfleet Implementation Framework, the Design for Ebbsfleet Guide, the Ebbsfleet Public Realm Strategy and the Sustainable Travel Strategy.
- 6.27 At a village level the AMP/ADC identifies a clear hierarchy of streets and layout for a street network through the wider village, to ensure streets are treated as key placemaking elements providing different level of activation along the frontages and levels of enclosure. The location of primary, secondary and tertiary streets (including mews streets and lanes), including areas where direct access would be permissible, are identified together with typical design layouts in the AMP/ADC. Street hierarchy and street layout within a development have a role in circulating traffic but also in creating distinct characters and successful places. Street typologies in the AMP/ADC are calculated to ensure dimensions meet Kent Highway standards but also embedded strong principles of good urban design.
- 6.28 The proposed layout demonstrates a clear and well-structured street hierarchy supporting pedestrian and vehicle movements through the, as per the objectives of the AMP/DC.



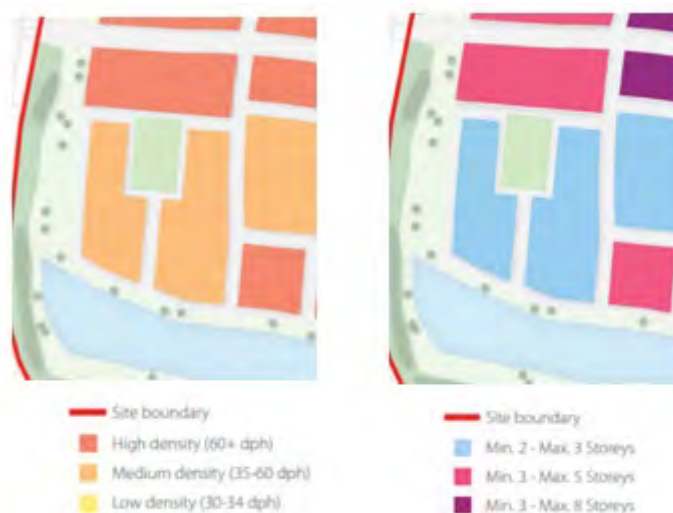
Extract from the Design and Access Statement (Rev C03) - Site Layout Strategy

- 6.29 A secondary street runs along the eastern boundary of the scheme, which overlaps with the red line boundary of Phase 3. As anticipated in the committee report supporting approval of phase 3 (paragraph 6.55 of committee report application ref. EDC/24/0147) the landscaping and layout of the western and southern verge of the secondary street is now inconsistent with the layout and landscaping previously approved by Phase 3 in order to facilitate access roads and crossovers facilitating access into Phase 4. As previously reported under application reference EDC/24/0147, for contractual reasons the red line for Phase 3 could not be amended, but it was understood by all parties that the verge landscaping approved under this previous Phase will require amendment, together with changes to tree placement, lighting placement and drainage. The applicant has committed to submitting an aligned non-material amendment (NMA) application in due course to regularise the adopted documents for construction of this street under the Phase 3 approval. Tertiary streets run east to west, which provide the primary vehicle connections through the site, while mews streets introduce shared-surfaces around the neighbourhood green and southern parcels and have the benefit of prioritising pedestrians and cyclists.
- 6.30 The layout prioritises connectivity, legibility, and the pedestrian experience through a permeable grid-style street network, and integrates seamlessly with previous phases to the north and west of the site. The hierarchy of streets from the Fastrack Boulevard with its 4-6 storey landmark gateway building, to the secondary streets and intimate mews streets and Lanes creates a logical and navigable environment. This structure is reinforced by distinct character areas and varied building heights, aiding wayfinding and contributing to a strong sense of place.
- 6.31 The scheme looks to integrate the proposed layout with adjoining open spaces, with the neighbourhood green acting as a focal point overlooked by surrounding homes for passive surveillance. Smaller communal gardens and nodal spaces between apartment blocks enhance opportunities for social interaction and soften the urban form. Direct pedestrian routes to the lake to the south and linear park to the west strengthen connections to these natural features, while traffic-calming measures, landscaped verges, and shared surfaces promote safe, low-speed environments.

- 6.32 Overall, the layout achieves a balanced mix of permeability, enclosure supporting a high-quality and pedestrian-friendly public realm which supports sustainable and active travel modes. Comments from Kent Police do not raise fundamental issues in respect of the site layout. As such, the proposed layout is considered to confirm with planning policy, and the provisions of the OPP.

Reserved Matters - Scale

- 6.33 Consideration of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings.
- 6.34 Matters of scale are intrinsically linked to good design quality. Policy M1 (Good Design for Dartford) of the DP requires developments to reinforce and enhance positive aspects of the locality and take opportunities to create distinctive high quality and beautiful places. Part 2 of the policy requires new development must be suitable in terms of its height, mass, form, scale, orientation, siting, access, overlooking, overshadowing, articulation, detailing, roof form, and landscaping relative to neighbouring buildings and the wider locality. Part 3 of the policy further provides that the scale and density of development should be the outcome of a design-led process which should have proper regard to [in part] the principle of securing a mix of uses and residential types, achieving efficient re-use of land where appropriate, and delivering regeneration at urban locations well-served by public transport and services.
- 6.35 The AMP/DC designates the application area as a mixed density parcel, where higher density (60+dph) occupies the northern section of the site along Fastrack, whilst medium density (35-60dph) occupies the remaining area of the site, extending from the north to southern boundary. This is shown by the image below on the left. Additionally, the image on the right also shows the building heights, where the northern parcel should deliver buildings with a minimum of three storeys but a maximum of five storeys. Meanwhile, the remaining built form should be limited to a minimum of two storeys and a maximum of three storeys.



Extract from the AMP/DC showing the requirements for density (left image) and build heights (right image) at the application site

- 6.36 Density has been distributed in accordance with the approved parameters, achieving over 60 dwellings per hectare (dph) in the northern zone and between 37 and 42 dph in the middle and southern areas, resulting in an overall site density of approximately

58 dph. This variation in density complements the changes in building height and massing, creating a legible hierarchy of spaces and reinforcing the character areas identified in the AMP/DC.

- 6.37 The apartment blocks are arranged in a linear pattern along the Fastrack route and provide an active frontage, the apartment blocks all exceed three storeys, but are no higher than five storeys. Meanwhile, the terrace and mews houses are positioned along the streets to generate a more intimate scale around shared spaces (i.e. roads and open spaces) that is reflective of the street hierarchy.
- 6.38 The proposed built form comprises 4-6 storey apartment blocks to the Fastrack frontage. 3 storey terraces front the northern tertiary street, Phase 3 and the cliff edge. Two-storey terraces front the central neighbourhood green and the remaining southern part of the site. The waterside houses have taller 2.5-storey houses to give prominence to the lake edge.



Extract from the Design and Access Statement (Rev C03) – Storey Heights

- 6.39 By concentrating height and density where greater enclosure and urban character are appropriate (achieved through the apartment blocks along the Fastrack route), and reducing scale towards the edges of the development, it is considered that the scheme achieves an acceptable relationship with the surrounding Western Cross phases and the natural landscape. The combination of varied building heights and controlled built form proportions ensures that the development delivers visual interest, maintains views onto the cliff faces, and creates a distinctive neighbourhood. Consequently, the scheme is acceptable in view of the AMP/DC and planning policy.

Reserved Matters - Appearance

- 6.40 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.
- 6.41 The NPPF (2024) sets out the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It identifies good design as being a key aspect of sustainable development, creating better places in which to live and work and helping make development acceptable to

communities (paragraph 131). Paragraph 135 states planning decisions should ensure developments function well and add to the overall quality of the area for the lifetime of the development, be visually attractive as a result of (in part) good architecture, are sympathetic to local character and history including the surrounding build environment and states that development that is not well designed should be refused, especially where it fails to reflect local design policies...local design guidance...design guides and codes (paragraph 139). Policy M1 (Good Design for Dartford) of the DP sets out design principles for Dartford which includes reinforcing and enhancing positive aspects of the locality, with materials that support a sense of place and relate well to the local character. Policy E2 (Ebbsfleet Garden City Development Principles) requires the proposals should be of the highest quality, including beautifully and imaginatively designed homes and buildings which combine the best of town and country and exemplar developments. Delivery Theme 1 of the Ebbsfleet Implementation Framework on the creation of 'Quality Homes and Neighbourhoods' promotes the delivery of high performing, high quality, homes and buildings.

Character Narratives –

- 6.42 The applicants have developed a design narrative expressed through three distinct character areas - Farmland Heritage and Waterside Heritage, as set out in the AMP/ADC, and a third character area not included in the AMP/ADC, 'Cliffside' which is a narrative continued from Phase 2, within the Fastrack route and western edge facing the chalk cliffs. Each of these character areas draws inspiration from local vernacular and industrial heritage while adopting a contemporary interpretation which provides a rich variety to the appearance of the development.
- 6.43 The chosen narratives achieve the scale and density established by the AMP/DC and provide an appropriate context for developing a locally distinctive and characterful response to the landscape and cultural heritage of Ebbsfleet and is therefore supported by officers.



Extract of Character Areas from Design and Access Statement

- 6.44 The Cliffside area seeks to respond to the strategic transport corridor by providing taller buildings along the Fastrack route. Architecture takes inspiration from the chalk cliffs, using bold apartment buildings to frame the edge and Fastrack gateway. The rooflines

are deliberately varied and slightly asymmetric, reflecting the broken profile of the quarry cliffs, while the window arrangements are intentionally irregular to reference the geology. Balconies use perforated metal panels with organic patterns that reference cliffside planting, and touches of green brick are used in parts to suggest vegetation emerging from the chalk. The designs comply with the EDC Balcony Design Guide, with final details of soffits, balustrading, level accessible thresholds, and downpipe drainage to be secured by conditions. A restrained palette of white, grey and buff brick reinforces this geological character and creates a sharp, contemporary frontage that marks the character-led approach taken with the proposal and reinforces the design tone. The 4-6 storey landmark building at the Fastrack Boulevard entrance from the intended Fastrack tunnel route signals arrival and improves legibility.

- 6.45 The Farmland Heritage area that occupies the central area of the application site introduces a softer and domestic scale, with terraces and semi-detached homes that draw on Kentish farmstead architecture. Terraced and semi-detached homes use red brick and horizontal weatherboarding, with clay-tiled roofs and simple timber porches to create warmth and familiarity. Details such as soldier courses, corbelled eaves and occasional patterned brickwork give the buildings texture and a sense of craftsmanship, while the more formal, symmetrical frontages around the Neighbourhood Green help define it as a central space. The mews streets use simpler detailing and shared surfaces, creating a quieter, more intimate setting reminiscent of traditional farmyards.
- 6.46 Along the southern edge, the Waterside Heritage character area draws on the industrial language of wharfs and warehouses. The homes situated in this part of the site rely on robust red brick with darker spotted accents. Vertical weatherboarding combined with wide gables and saw-tooth roof forms nod to dockside architecture. Recessed doorways and projecting brick piers add depth and shadow, while the use of metal rainwater goods and straightforward window frames reinforces the practical, utilitarian feel. Striking detached homes with side gardens and distinctive gable features punctuate the lake edge. When taken together, these elements create a strong character to the lake frontage and its vicinity which is viewed positively as officers.

Materials -

- 6.47 Across all three character areas, the material palette has been designed to ensure cohesion while recognising local identity. White and grey tones are adopted on the cliffside blocks, whilst 'rich' reds and natural textures define the farmland and waterside homes. The proposed texture and colour are complemented by the landscape design, which reinforces the design narratives through naturalistic planting, feature boulders and contrasting paving that reference chalk strata and waterside environments. The resultant proposal creates a strong sense of place, delivering a contemporary interpretation of Kent's heritage.
- 6.48 The selected materials are well used to create rich visual detailing on all buildings. The range of architectural detailing including (but not limited to):
- White, Grey and Black Weather board is used in various permutation in both horizontal and vertical orientations.
 - Traditional tile hanging
 - Various projecting and recessed brickwork, including soldier coursing, spot patterns, zip and corbelling details, and arched window openings
 - Variations in mortar colours
 - Stone banding.

- Projecting Window Boxes.

6.49 The proposed architectural detailing incorporates good decoration, colour, and texture and comes together well to create cohesive street scenes which are rich in visual interest and focal points. The applicant has confirmed that electric meters can be located sensitively either concealed within entrances or on side elevations and conditions secure the final location of utilities and the appearance within the facades. Detailed architectural drawings and samples of material finishes for all relevant external facing materials are recommended with relevant updates and preferred materials confirmed.

Substation –

6.50 2no. substations are proposed, one to the south of the apartment block A and one to the rear of the lake edge houses within the south-west corner of the site. The substations have been positioned so as not to appear dominant or imposing. Indicative materials are coordinated with surrounding houses and apartments. The final finish and appearance of materials to be used for the substation has also been secured by condition.

Lighting -

6.51 Full street lighting details have been provided for both streets to be adopted and those to be retained in private ownership. These details have been reviewed by KCC Highways officers, EDC's lighting consultant and the KCC Ecologist.

6.52 The proposed lighting strategy has been designed in accordance with relevant British Standards (BS 5489-1:2020, BSEN 13201-2:2015). The design includes 8m and 6m lighting columns and 1m bollards fitted with LED luminaires, which minimise upward light spill and sky glow, reflecting best practice. The Environmental Zone is correctly identified as E3 (suburban), with compliance to pre- and post-curfew limits (10 lux and 2 lux respectively). Lighting classes P4 for adoptable roads and P5 for private roads are appropriate and meet required standards. Warm 4000K LEDs are specified, reducing ecological impact and suitable for areas where bats may be present. Light spill contours also confirm no exceedance of Institute of Lighting Professionals (ILP) limits, and illumination on vegetation remains below 1 lux, indicating negligible ecological impact. No significant effects on surrounding residential receptors are anticipated. The lighting strategy demonstrates compliance with technical standards and environmental considerations, supporting the scheme as acceptable in planning terms.

6.53 The KCC Highway's dimming regime for adopted streets (which has been secured via condition) further reduces lighting illumination by 40% between 20:00 and 22:00 hours and then by 60% between 22:00 and 05:00 hours and in this way reduces wider and cumulative urban light pollution to the benefit of wider residents and nocturnal wildlife.

6.54 In terms of appearance lighting is discreet and functional, ensuring safety without detracting from architectural character. A condition requiring columns and infrastructure to be powder-coated to enhance this prominent street furniture and contribute to attractive street scenes has been included.

6.55 Overall, the proposed development is a good-quality scheme which responds well to the chosen design narratives. The palette of materials is limited to good effect, responding specifically and effectively to the relevant character area. The range of house types are not excessive and will provide tenure blind affordable homes. Taking

the context of the site and role of the development into consideration, the proposal responds well to the requirements of the AMP/DC and planning policy. Buildings and streets are visually appealing. The use of different character typologies as part of the wider narrative is effective in providing visual interest throughout the scheme and will also assist in wayfinding. Subject to recommended conditions, the scheme is considered to be of high-quality and is acceptable with regards to matters of appearance.

Reserved Matter – Landscaping

- 6.56 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, water features, sculpture or public art; and the provision of other amenity features.
- 6.57 The NPPF (2024) states that planning decisions should aim to ensure developments are visually attractive as a result of effective landscaping (paragraph 135), identifying the importance of good landscaping being intrinsic to good quality design, as advocated by policy M14 (Biodiversity and Landscape) of the DP, which states that landscaping schemes for major developments should be visually attractive, enhance biodiversity, use native species and incorporate sustainable drainage measures. Delivery Theme 4 of the Ebbsfleet Implementation Framework emphasises bringing in the ‘green’ landscaping to promote healthy landscapes and encourage active lifestyles.
- 6.58 The AMP/ADC identifies that the design of Western Cross village will be ‘landscaped’ to ensure easy access and engagement with the natural environment to support mental and social health. Extensive detailing is set out for the design of open spaces and planting within the public realm, including consideration of verge widths to ensure an appropriate number of trees can be accommodated in the street. A landscape narrative accompanies the design narrative setting out high quality guiding principles for each character area to ensure landscaping is complementary.
- 6.59 The landscape proposals for Phase 4 have been shaped to reflect the development’s three character areas and its distinctive location between the chalk cliffs and the lake. The aim is to create a layered, naturalistic setting that softens the buildings, supports biodiversity, and provides attractive, usable spaces for residents. The scheme is organised as a series of connected landscapes, each with its own role and identity, but tied together through consistent planting and materials. Landscape proposals are detailed in both the Design and Access Statement, and the Landscape Management Plan.
- 6.60 Between the apartment blocks along the Fastrack corridor, communal gardens form green courtyards with lawns, ornamental planting, trees and informal seating. These areas help balance the more urban feel of the Cliffside character area by introducing softer textures and seasonal interest inspired by the surrounding chalk landscape. Footpaths within the gardens create north–south routes, linking the Neighbourhood Green with the lake and encouraging movement through landscaped spaces.
- 6.61 In the Farmland Heritage area, the landscape takes on a more rural character. Shared-surface mews streets include tree planting, hedgerows and shrub beds to create the sense of small farmyards. Two small seating areas along the eastern mews use

boulders, gravel and specimen planting to form simple, informal gathering spaces. Hedgerows are managed to stay dense and bushy, with native species adding ecological value, while ornamental hedges define plot boundaries and provide berries for wildlife.

- 6.62 Further south, the Waterside Heritage area introduces more robust planting to complement the industrial-influenced architecture. Parking courts and street edges are softened with layered planting—trees, shrubs and groundcover—to break up hard surfaces and add depth. Varied paving and naturalistic planting along pedestrian routes pick up on the textures associated with dockside landscapes.
- 6.63 Green infrastructure runs throughout the site, with tree-lined streets, amenity grass areas and a range of ecological enhancements. Bat and bird boxes, bee bricks and hedgehog highways are incorporated, alongside wildflower grassland and habitat piles made from retained deadwood. The scheme follows sustainable principles, using peat-free planting, recycled mulch and minimal chemical inputs. Green roofs on the apartment blocks add further ecological value and visual interest for the ‘bird’s eye view’.
- 6.64 There is a high degree of tree coverage across the scheme – an outcome of the pre-application process – and tree positions appear to be well coordinated with lighting and drainage. However, the final details for all underground services and lighting positions and their relationship to trees, alongside associated root barriers, below ground root cells and tree pits is to be secured by condition to ensure trees are not lost at a detailed design stage.



Illustrative Landscape Masterplan

- 6.65 The Illustrative Landscape Masterplan provides all the necessary high-level Landscape information and appears well coordinated with the separate application for the Neighbourhood Green and Western linear open space. As per the EDC Public Realm Strategy Guidelines, all of the trees have been specified as 20-25cm stock, and

are considered to be from an appropriate range of species that are known to be more readily available at such sizes. Notwithstanding the commendable level of detail provided in the masterplan, as these details are indicative, detailed soft landscaping plans for the whole scheme, together with a planting schedule providing individual species, plant sizes and densities, and detailing plant supports is to be secured by planning condition. Similarly, full details and samples of hard surfacing, including the demarcation of parking spaces and construction details for areas of unique paving treatment and specifications for street furniture and play equipment are to be secured by planning condition.

- 6.66 Details of boundary treatments are considered to respond to their location well, with robust brick walls fronting public spaces and both fences and walls proposed to be softened by planting. In a number of locations proposed fencing should be altered to brick walling given the visibility from the public realm. In one location proposed hedging should be altered to improve visibility and access from Fastrack to the communal garden between apartment blocks B and C. The design of railings associated with the Fastrack apartment blocks should respond to the contemporary architecture of these buildings and avoid the ball top railings indicated. Furthermore, it is recommended that entrance gates for the private approaches to the independent ground floor apartments are provided. These updates to the boundary treatments are required to be secured by condition in order to provide a robust, high quality and attractive setting in accordance with STS guidance and additional security in accordance with Secured by Design principles.
- 6.67 Condition 64 of the outline permission states that landscaping schemes approved as reserved matters applications 'shall be implemented during the first planting season following completion of the relevant area of the development and shall thereafter be maintained for a period of five years. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced within the next planting season'. A comprehensive landscape management plan has been submitted with the application setting out objectives, tasks, methods and timing to cover all areas of planting, hard landscape and street furniture. The document identifies that long-term implementation of the management plan will be carried out by a landscape management company and that it will be reviewed annually to allow adjustments and revised every 5 years for more major changes such as the exclusion of work, as necessary. The implementation of this landscape management plan will be secured by planning condition.
- 6.68 Overall, the landscape strategy provides a mix of functional outdoor spaces and a strong visual character, reinforcing the identities of the Cliffside, Farmland Heritage and Waterside Heritage areas. Through careful planting and the integration of ecological features, the proposals create a distinctive, high-quality environment that supports biodiversity and strengthens the setting of the development. The proposal is considered to present an effective and high-quality landscaping scheme which accords with details as set out in the AMP/ADC. Subject to the aforementioned planning conditions the approach to landscaping is supported.

Housing Mix - including Accessibility & Housing Standards

- 6.69 Policy M8 (Housing Mix) of the DP seeks to provide an appropriate spread of housing mix across developments. It states that the majority of dwellings on all developments should provide two or more bedrooms and major developments should include three and four bedroom homes. The policy also states that all new dwellings should meet the requirement M4(2): Category 2 – Accessible and Adaptable Dwellings. A limited

proportion of dwellings should also meet the requirement M4(3): Category 3 – Wheelchair User Dwellings on sites of 100 or more dwellings.

6.70 The proposed housing mix is shown below:

Dwelling Size	Apartments	Houses	TOTAL
1-bed	32	0	32
2-bed	55	29	84
3-bed	0	62	62
4-bed	0	50	50
TOTAL	87	141	228

Proposed Housing Mix

6.71 The proposed housing mixing, as detailed above, is acceptable, providing the majority of homes entailing 2 or more bedrooms. The scheme includes a significant number of 3 and 4 bedroom units, therefore it is considered that the scheme accords with the provisions of national and local planning policy. The scheme proposes a high number of houses – approximately 62% houses and 38% flats, with the location of apartments responding to the route of Fastrack through the site, whilst the houses are situated within close proximity to the open space within and around the scheme.

6.72 The Dartford Borough Council Housing Officer has advised specifically in relation to Affordable Rented (AR) housing and local need and the applicant has suitably responded to the officer's requests and updated the AR mix. The Registered Provider for the site, Clarion Housing, has also been involved in reviewing the Shared Ownership element of the proposed housing mix and is in agreement with the mix now proposed. The matter of affordable housing is addressed in the next section.

Accessibility -

6.73 In relation to 'Accessibility' development should contribute to the accommodation requirements of residents with restricted mobility, or as they age. To this end condition 30 of the outline consent states that, unless otherwise agreed in writing, 25% of all dwellings on the site shall meet the Building Regulations M4(2), 'accessible, adaptable dwellings' requirements. The AMP/ADC makes a commitment in exceedance of the outline condition that a minimum 90% of homes will be accessible and adaptable to M4(2) and above with each phase aiming to deliver this minimum target where possible and exact provision of M4(2) and M4(3) provision to be determined at Reserved Matters stage.

6.74 All dwellings in the proposed scheme meet the M4(2) requirements: Accessible and Adaptable Dwellings, as such the scheme is 100% compliant in this respect, exceeding minimum planning requirements.

6.75 No M4(3) units (wheelchair user units) are proposed in this scheme. Whilst there is no requirement in the S106 Agreement to provide wheelchair user units, the AMP/ADC allows for the determination of M4(3) provision on a phase-by-phase basis and Policy M8 (Housing Mix) of the DP provides that on *sites proposed of 100 or more dwellings then a limited proportion of dwellings should meet the M4(3) requirements*. In this case the S106 requirements were agreed at OPP stage and did not require M4(3) units and only 25% M4(2) units. As such the proposed provision of 100% M4(2) units is a greatly improved offering over the S106 requirements, and while it is disappointing that no

M4(3) provision is proposed, it is acknowledged that there is no requirement for M4(3) housing under the OPP. 4no. of the parking spaces provided for the apartment blocks have been designed to allow for a future adaption for vehicles requiring wheelchair access.

- 6.76 As such, and in the context of an otherwise good-quality scheme, the proposal is considered acceptable with regards to the provision of accessible housing, and the proposed housing mix.

Other Housing Standards/Amenity –

- 6.77 NPPF (paragraph 198) states that planning decisions should ensure that development is appropriate for its location, taking account of likely effects of pollution on health, living conditions resulting from both noise and light pollution. Policy M1 (Good Design for Dartford) of the DP requires developments to *'be suitable in terms of its height, mass, form, scale, orientation, siting, access, overlooking, overshadowing, articulation, detailing, roof form, and landscaping relative to neighbouring buildings and the wider locality'*. Local Policy M9 (Residential Amenity Space) requires all new residential development to provide a *'preferably spacious (rear) garden'* for each house and a balcony, winter garden or garden terrace for each apartment. The pre-ambule to the policy suggests approximately 10sqm private amenity space for each flat. Policy M2 (Environmental and Amenity Protection) requires that development must demonstrate that it is designed and located to not result in unacceptable material impacts, individually or cumulatively, on neighbouring uses and in part this is in regard to *'overshadowing, overlooking and privacy'*.
- 6.78 The Nationally Described Space Standards (NDSS) were introduced by the Government in March 2015 as part of a revised approach to provide technical standards to drive the provision of quality housing throughout the country. In addition, the AMP/ADC identifies a set of standards to be applied to high density living conditions which focus on: space and accessibility; natural light and ventilation; safety, innovation and security; consumer information (e.g. HBF/NHBC ratings); and other matters, such as provision of dual aspect apartments and refuse and cycle storage. The matter of overheating, which is also regulated under Building Regulations, needs also to be realised as part of the living condition review as it is integral to matters such as unit orientation, window placement and size, ventilation and noise.
- 6.79 In accordance with the expectations for design quality and exacting standards required in Ebbsfleet, the proposal is in full compliance with the NDSS. A significant number of the proposed units achieve floor areas in excess of the NDSS.
- 6.80 The level of overlooking across the site is considered appropriate to the urban environment, balancing privacy and natural surveillance. Each house is provided with a good size garden, and defensible spaces are clearly demarcated. All apartments have a balcony or terrace area (for ground floor apartments) and the balcony sizes all meet the EDC Balcony Design Guidance in terms of size (minimum of 5m² for 1-2 persons and 1m² additional for each additional occupant). The design of balustrades has considered resident privacy, adapting the form and design to be more open or enclosed where appropriate. The majority apartments (over 90%) benefit from a dual aspect, with openable windows on two or more walls. Cross-ventilation with openings in opposite façades has been maximised as far as possible with 18 out of 27 apartments (66%) achieving this benefit for natural ventilation. This is considered to be an acceptable standard for housing standards and is policy compliant.

- 6.81 The development is supported by a Daylight & Sunlight Report (7001) which comprises a detailed assessment of daylight, sunlight and overshadowing. The assessment demonstrates that the proposed development achieves high compliance with BRE guidance, with 100% of habitable rooms meeting daylight targets and 81% of units meeting sunlight standards. Minor shortfalls are attributed to orientation and are not considered significant to warrant refusal. Shared amenity spaces also exceed BRE recommendations, ensuring good access to natural light. On this basis, the assessment demonstrates that the proposal will not result in unacceptable impacts on living conditions of future occupants or neighbouring properties and is therefore considered acceptable.
- 6.82 In relation to a quiet living environment for future occupiers, EDC's noise consultant has reviewed the submitted Noise Assessment (reference 173535-01) which addresses road noise (condition 28 of the outline planning permission) as well as cumulative mechanical noise from the use of Air Source Heat Pumps (ASHPs) and other forms of mechanical heat.
- 6.83 The submitted Noise Assessment identifies the site as falling within a low to medium risk category for residential use under ProPG. Baseline and predicted noise levels show that, without mitigation, some parts of the site, particularly those closest to the B225, A296, A2 and the Fastrack bus route, would experience noise levels above the recommended criteria. However, the assessment confirms that with appropriate design measures the scheme can achieve the required internal noise standards and deliver acceptable amenity. Internal noise can be controlled through enhanced glazing and suitable ventilation systems, allowing dwellings to meet the British Standard (BS8233:2014) criteria for living rooms and bedrooms with windows closed. Residents would still have openable windows, but noise levels would naturally increase when they are used for purge ventilation, including during overheating conditions.
- 6.84 Most homes fall within the low or medium risk categories during overheating scenarios, although facades at the highest floors (above 4 storey) of Block A, which have a direct noise pathway to the B255 are in the high-risk category. Notwithstanding this, all apartments are proposed with MVHR system to provide background ventilation which should achieve suitable thermal comfort and internal noise levels for both medium and high-risk apartments. Moreover, it is acknowledged that further assessment of the noise impact during overheating conditions will be undertaken as part of the detailed design of the site and to satisfy the requirements of Approved Document O of the Building Regulations. Details of the mechanical ventilation systems have not been provided with the application and it is therefore recommended that they be required by condition, to include details of noise mitigation to ensure they don't cause unacceptable noise.
- 6.85 External amenity areas have been reviewed against BS8233 guidance. The ProPG (Professional Practice Guidance on Planning & Noise New Residential Development) May 2017 document confirms that noise impacts on external amenity areas should ideally not be above the range 50 – 55 dB LAeq,16hr. Private gardens generally fall within the 55 dB upper limit, however circa 18no. rear gardens exceed this by 2-4dB. Most balconies fall within the 55–62 dB range, however a limited number on the west-facing upper floors of Block A may exceed this by up to 10 dB, though these balconies are recessed which may reduce exposure. Given that the ProPG allows for adverse noise impacts on private external amenity spaces to be partially off-set where residents are provided with access to: a relatively quiet facade containing openable windows to habitable rooms; and/or a relatively quiet, protected, publicly accessible, external amenity space (e.g. a public park or a local green space designated because of its tranquillity) that is nearby (e.g. within a 5 minutes walking distance). The majority of

the proposed apartments are dual aspect, with openable windows to habitable rooms on a quieter façade, and all properties have excellent access to a network of extensive public open space within a short walking distance, consequently noise impacts identified are not considered to give rise to significant adverse impacts on health or the quality of life of future residents in accordance with the NPPF and PPG (Paragraph 011 Reference ID: 30-011-20190722).

- 6.86 The use of MVHR systems can introduce potential noise through two main pathways: (1) breakout noise from supply and extract vents to the external environment, and (2) internal operational noise within dwellings. Manufacturer data indicates breakout levels of around 36–37 dBA at 3m from external louvres, which is generally below background levels but could be perceptible in very quiet conditions. Internally, fan operation can add low-level continuous noise, though this is typically mitigated by acoustic enclosures and inline attenuation. With appropriate design and attenuation, MVHR noise is expected to remain within BS8233 and CIBSE guidance limits, ensuring no significant adverse impact on residential amenity.
- 6.87 Similarly, air source heat pumps can increase noise impacts primarily through external units operating at high capacity, producing sound power levels around 54 dB LWA. The assessments for worst-case scenarios shows that cumulative noise from units may marginally exceed Chartered Institute of Environmental Health (CIEH) and Institute of Acoustics (IoA) criteria by approximately 2 dB at the most exposed plots. While actual operational noise is expected to be lower, mitigation such as acoustic screening will be incorporated at detailed design stage. Given uncertainties in future background levels and proximity of sensitive receptors, a further noise assessment is recommended following detailed design to confirm compliance and ensure no adverse impact. A planning condition securing final details of ASHP and MVHR alongside and a final noise assessment considering the cumulative mechanical plant noise impact will ensure this is met.
- 6.88 EDC's noise consultant has reviewed the development proposals and the noise assessment and has recommended planning conditions be imposed in respect of road noise mitigation measures, and final details and updated noise impact assessment considering the final design of design, quantum and specification for air source heat pumps, hot water pumps and mechanical ventilation heat recover units.
- 6.89 Subject to the planning conditions noted above, it is considered the proposal is acceptable in respect of noise and amenity and the development will provide good living conditions for the residents.

Affordable Housing

- 6.90 The provision of affordable homes supports Garden City principles to create mixed-tenure development that is affordable for all, as identified in the Ebbsfleet Implementation Framework.
- 6.91 Policy M7 of the DP (Affordable Housing) begins by establishing that residential development should aim for a genuine mix of housing to support inclusive neighbourhoods, with a range of rental and ownership options to meet local needs. Policy M7 requires 35% of all dwellings to be affordable housing when not in central Dartford. However, provision of an appropriate level of affordable housing was considered under the original outline permission and the obligation for delivery of affordable housing is set out in the S106 for a 25% on-site provision and 5% off-site contribution. Whilst the S106 requirements take precedence it is noted that the

AMP/ADC identifies that the split should be 80% shared ownership and 20% affordable rent.

- 6.92 The S106 also requires the provision of 25% of each residential area coming forward under a RMA to be affordable housing, and seeks to ensure there is a proportional provision of affordable housing across Western Cross and Alkerden (combined) against occupation of the market housing (provision of 25% affordable at 25% occupation of market units; 50% affordable at 50% market units; 75% affordable at 75% market units; and 100% affordable at 80% market units).
- 6.93 RMAs have been approved for several parcels across Western Cross and Alkerden which are at varying stages of construction. Each of the approved schemes includes provision of at least 25% affordable housing, with the exception of the multiple Redrow phases in Alkerden South whereby a strategic approach has been informally agreed and is being monitored separately for this area. Notwithstanding this, the EDC is satisfied that affordable housing is coming forward at a proportionate rate and will continue to monitor occupations that come forward on site to ensure these obligations against market occupation are being met.
- 6.94 The S106 identifies that affordable housing must achieve an Optimum Tenure Mix (OTM) of 5% affordable rent and 20% intermediate housing, which reflects the 20:80 split detailed in the AMP/ADC. The S106 also identifies that affordable housing shall come forward with a mix of house types and sizes (excluding tenure) which reflects that prevailing at the time for the market units, unless otherwise agreed between the Owner and the EDC in consultation with Dartford Borough Council. This requirement is drawn down through the AMP/DC which identifies multiple Phases for Western Cross in which the development will provide 25% affordable housing. It acknowledges that the precise locations and tenure details of the affordable housing will be agreed through the RM. As affordable housing should make up 25% of housing in each phase, proportionate housing is calculated as 25% of each type (apartment or house) and size (no. of bedrooms) of unit.
- 6.95 This proposal provides 5% of the total dwellings within the Phase as Affordable Rent and 20% of the total dwellings in the Phase as Shared Ownership product which is compliant with the OTM set out in the S106.
- 6.96 The proposed affordable housing mix (excluding tenure) provides a range of unit sizes, as shown in the table below:

Dwelling Size/Type	Proposed Affordable Housing	Proposed Affordable Rent	Proposed Shared Ownership	Private
1 Bed (apartment)	8	0	8	24
2 Bed (apartment)	20	0	20	35
2 Bed (house)	11	4	7	18
3 Bed (house)	15	4	11	47
4 Bed (house)	3	3	0	47
Total	57	46	11	171

Affordable Housing Type/Size Compared to Total Housing/Market Mix

- 6.97 While the proposed affordable housing mix does not represent a fully 'proportionate' mix compared to the market housing, the s106 builds in flexibility and the EDC has discretion to agree a flexible approach in consultation with DBC, whereby the present affordable housing pressures within the local area can be considered and factored in.

EDC officers have discussed the proposed mix with both the Housing Officer at Dartford Borough Council, with respect to the Affordable Rented (AR) component, and with the nominated Housing Association, with regard to the Shared Ownership component.

- 6.98 During pre-application discussions, the DBC Housing Officer advised that there is greatest demand in Dartford for 3-bedroom houses at affordable rent. In response, the applicant has recalibrated the affordable housing to include an additional 3-bed dwelling at the affordable rent level. This was a welcome addition to the scheme. The affordable rent mix for Phase 4 is considered to reflect local need and fulfils the S106 requirement.
- 6.99 Regarding shared ownership units, 28no. 1/2-bed apartments and 18no. 2/3/4-bed houses are proposed. No larger family units are proposed at the shared ownership level, which is disappointing because a more varied mix would have been welcomed. However, no objection was raised in regard to this proposed shared ownership arrangement by the DBC Housing Officer, and when read in conjunction with the proposed affordable rent provision, which includes larger family homes, it is considered that the shared ownership provision is acceptable.
- 6.100 Overall, the revised Affordable Housing mix is seen to be addressing the local need for the area. The Dartford Borough Council housing officer agrees the AR mix is reflective and proportionate of current local need and the RP has agreed the same for the intermediate housing product and as such the overall housing mix for the Affordable Housing units proposed is acceptable, fulfilling the S106 requirement and in accordance with Policy M7 (Affordable Housing) of the DP as '*a range of rental and ownership options to meet local needs*'.
- 6.101 In terms of appearance, the affordable units share the same high-quality approach to design, and the landscaping scheme is consistent throughout. Consequently, the development will appear tenure blind. Consideration has been given throughout the pre-application process and during this application to the layout and location of affordable housing, and amendments have been made to more effectively distribute the affordable housing. The shared ownership apartments are located to the north and the houses for affordable rent and shared ownership are located together within the northern east to western street and the south-eastern mews street. Whilst a wider dispersal would have been welcomed, given the wider provision of affordable housing across Western Cross, the locations are considered to be sufficiently pepper potted across the development and avoiding an over concentration in any one particular area, and, coupled with consistent design, the development should appear tenure blind.

Highways and Parking

- 6.102 NPPF (2024) at paragraph 109 advocates for transport considerations to be embedded from the earliest stages of development proposals to ensure well-designed, sustainable and accessible places. This includes integrating patterns of movement, streets, parking and transport infrastructure into the overall design, addressing potential impacts on the highway network, and maximising opportunities for walking, cycling and public transport. The approach seeks to deliver high-quality environments that reduce reliance on private vehicles, support modal shift, and mitigate environmental impacts, while making best use of existing and emerging transport solutions. Paragraph 116 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety. Policy M15 (Travel Management) of the DP endorses measures within new major development to manage transport demand including support for Fastrack. Policy

M16 (Active Travel, Access and Parking) relates to promotion of walking, cycling and public transport, the requirements for transport assessments and travel plans, provision of footpaths and cycleways and off-street parking requirements including electric vehicle charging. 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. And promote legible networks across Ebbsfleet to help people to connect with each other and between the new and existing communities (Delivery Theme 3 – Connected People and Places).

- 6.103 In respect of the individual phases of development in EQ, the overall impact of traffic movements has been established under the outline permission. No greater parking demand or traffic movements would be generated by this permission than assessed under the outline permission. A separate assessment/Travel plan would therefore not normally be requested but has been provided by the applicant in this instance.

- 6.104 The outline consent for EQ recognises that development of a site at this scale offers exciting and unique opportunities to establish its own strategy which maximise benefits offered by sustainable transport initiatives. It therefore sets out a requirement under the S106 Agreement for submission of a Parking Management Plan (PMP). The PMP was approved alongside the AMP/ADC and sets out a set of objectives which is based around the philosophy of managing car use and reducing convenience of the car. This is supported by master planning principles that have been established such as the priority location of the Fastrack corridor, convoluted vehicular routes and the creation of walkable neighbourhoods through the provision of accessible infrastructure together with good amounts of open space, and well-connected pedestrian and cycle links. The vision for EQ is therefore a 'public transport orientated development' with the aim to embed the principle that the use of 'walking, cycling and public transport to meet daily travel needs will challenge the historic default use of the car' (PMP paragraph 2.1.2) and thereby foster a healthier lifestyle and promote community interaction. Building on this vision and based on empirical evidence and surveys of EQ, the PMP also sets out appropriate parking standards to be applied throughout the village.

- 6.105 The PMP parking standards require 1 parking space per apartment, 1 parking space per 1 or 2 bedroom dwelling, 1.5 parking spaces per 3 bedroom dwelling, 2 parking spaces per 4 bedroom dwelling and 1 visitor parking space per 10 homes.

- 6.106 However, further to the PMP, residential development in Ebbsfleet is required by Policy E2 (Ebbsfleet Garden City Development Principles) of the DP to comply with the principles set out in various documents including the Ebbsfleet Sustainable Travel Strategy (STS), which in relation to parking levels seeks a lower parking level than that secured in the PMP. For 'Highly Accessible' locations such as this site the parking requirement for dwellings is within the range of '0-0.8 spaces' for a combination of residential and visitor parking combined. As such, a broader consideration of sustainable parking levels is required, which also needs to be mindful of progress in the delivery of the Fastrack service, which will run through this site and improve connectivity for existing and future occupiers.

- 6.107 The Fastrack service recently started to run through the site to Bluewater in September 2025, albeit routing through Western Cross Phases 1 and 2, rather than the Bluewater Tunnel. Additionally, there is a DRT (Demand Responsive Transport) bus service serving Western Cross. The Fastrack/pedestrian/cycle tunnel connecting Western Cross to Bluewater is anticipated for completion c. 2027. Additional approved features such as car clubs and dedicated cycle tracks would all support the more ambitious approach in the STS. 2no. car club spaces were approved in Phase 3, which fall within

a 10-minute walk of this phase of development and are considered to be within a convenient distance for future residents. There is a wider Car Club Strategy in place for EQ, which includes an acceptable distribution of car club spaces throughout Western Cross, and accounts for this phase of development not delivering any car club spaces directly.

Proposed Parking -

6.108 The applicant's scheme utilises a number of parking typologies which ensure visual impact of parking on the public realm is minimised. Parking for the proposed houses is primarily provided by on-plot tandem spaces for dwellings fronting roads, or on-street provision for terraced houses. Terrace houses within the traditional mews street will utilise forecourt parking whilst some terraced houses benefit from parking to the rear of the dwelling located in a forecourt or parking court. Parking for the apartments is provided within parking courts. Visitor parking is provided on street and the electricity substation in the northern parcel has a parking space adjacent to it. Overall, a pragmatic approach has been to deliver parking that is consistent with the desired character and design features.

6.109 The total proposed parking provision for the site is set out as follows:

Type	STS Requirements – Highly Accessible Area	PMP Requirements	No. Spaces Proposed
Residential: 1 & 2-bed flats 2-bed houses 3-bed houses/flats 4-bed houses	from 0 to 70 from 0 to 30 from 0 to 74 from 0 to 65 Total = 0 to 239	87 29 93 100 Total = 309	 Total = 224*
Visitor	20% of total = 0 to 45	2 spaces per 10 homes = 46	= 30
Van	Non-applicable	1 space per 20 homes = 11	= 0
Car Club	2 per 200 - 399 units = 2	= 1	= 0
Sub Station	Non-applicable	Non-applicable	= 2
Total Parking	= 2 to 284	= 367	= 256*
Cycle provision	1 space per bedroom = 586	1 space per bedroom = 586	= 586
Motorcycle	Non-applicable	= 4	= 0

* Excludes 66no. 2nd tandem spaces provided for on plot.

Parking and Cycle Provision Numbers

6.110 In total, including secondary tandem parking spaces, 290no. residential parking spaces are provided on the site, together with 30no. unallocated visitor parking spaces, and 2no. parking space for the sub-stations. Equating to a total of 332no. parking spaces overall.

6.111 The total parking numbers proposed thus exceeds the upper limit of the STS target by 48 parking spaces due to a high provision of on-plot tandem spaces for houses. While the over provision is disappointing, the STS does allow for second parking spaces to be provided through a tandem layout, and recognise the benefits of this on-plot parking arrangement which reduces the dominance of on-street parking, and allows landscaping to be maximised as a result of less cars being provided on street. In respect of the PMP parking requirement, the proposed development provides 35 parking spaces less than the PMP standards and as such the proposal does not wholly accord with the parking principles within the AMP.

- 6.112 30 on street visitor parking spaces are shown distributed across the site. While this is 16 spaces less than the PMP requirements, the provision accords with the STS visitor parking range of 0-45 street parking spaces. Moreover, due to the over-provision of tandem on-plot residential spaces, it is considered there is some flexibility for visitor parking on-plot which will absorb the under provision of on-street visitor parking spaces. Therefore, although the 30no. visitor parking spaces is not high for a development of this size, on balance this number is considered to be sufficient and is accepted.
- 6.113 Although a more even distribution of visitor parking spaces would have been desirable, visitor parking is located on streets, in visible locations, and the provision of visitor spaces around the Neighbourhood Green is supported given the central location at the heart of the neighbourhood.
- 6.114 No specific van parking is proposed to serve the development parcel. Van parking for standard transit type vehicles would be possible within visitor spaces or within allocated spaces within the development parcel. Given the sustainable location of the phase and the fact that there is no requirement for van spaces within the STS, zero provision is considered to be acceptable and supported by KCC Highways.
- 6.115 There is no specific provision for motorcycle parking within the site. Motorcycles would be expected to park within unallocated spaces within car parking courts for apartments, and within garages/carports or allocated parking spaces for the houses. Whilst this provision is not in accordance with the PMP, the approach is considered acceptable given the STS does not require a specific provision for residential motorcycle parking, and the overall sustainability of the site combined with the desire to reduce the quantum of parking overall.
- 6.116 Residential parking spaces achieve the minimum technical standards (length, width, area) outlined in the overarching PMP. There was some initial concern that the waterside dwellings with double garages situated along the south side of the boundary were too small to accommodate two cars and a resident wheeling a bin and/or cycle from the rear garden through the garage. Technically, the garages are 0.2 metre to 0.4 metre shorter than the PMP standards, but are approximately 0.8 metre wider than the standard. Cycle and bin storage is not provided in the garage, but in the rear garden, therefore there is sufficient room to store, and then drag both bicycles and bins through the garage with two parked cars in place. Therefore, the technical parking specification for all dwellings is acceptable.
- 6.117 The STS states that development proposals for RM applications between 200-399 dwellings should provide a minimum of 2no. car club spaces. The most recent Car Club Strategy approved (September 2023) does not designate the Western Cross Phase 4 area to host a car club space because provision is secured through previous Western Cross phases, including 2no. in Phase 3 and 1no. in Western Cross South (unknown location but designated in the Car Club Strategy). Therefore, it is considered that future residents will be within a reasonable and convenient walking distance (no more than 5 mins) within a minimum of 3no. car club spaces. This is considered acceptable, thus justifying why no car club spaces have been proposed in this scheme. To ensure that car club provision is effectively promoted to residents within this phase, updates to the Residential Travel Plan should be secured by condition. These updates should guarantee that the operational arrangements, as well as access to initial membership and driving credit, align with the wider Western Cross area and remain consistent with previous phases. This approach is in accordance with the requirements set out by the KCC Highways Officer.

- 6.118 In respect of parking management, the approved PMP recognises the need to react to parking issues as and when they may arise. It confirms that parking management should therefore be considered either as part of the Reserved Matters submission, with issue of parking controls being considered in discrete locations, or where parking problems become evident following the occupation of development.
- 6.119 A site-specific parking management plan has been submitted as part of the application. The parking management broadly follows the approach secured on phase 3. Visitor bays are clearly signed for short-term use, and substation spaces are restricted to maintenance vehicles. Signage across the site will follow the British Parking Association Code of Practice and Department for Transport guidance, ensuring clarity without excessive visual clutter. Enforcement begins from first occupation to prevent poor parking habits. The management company, supported by a maintenance contractor, will conduct regular on-foot inspections and issue warnings or fines for misuse, such as obstructing multiple spaces, blocking pedestrian routes, or occupying disabled bays without a valid permit. Visitor parking is controlled between 8am and 6pm with a maximum stay of three hours, although temporary permits can be issued for extended visits. A “yellow card” system will be used, giving one annual warning before fines apply, and vehicles parked dangerously or causing obstruction may be removed. Monitoring will occur weekly at varying times to maintain deterrence, and additional measures such as CCTV may be introduced if necessary. Residents will have access to management contact details to report unauthorised parking.
- 6.120 While KCC Highway officers support the principles of the submitted car parking management plan, they require an updated Car Parking Management Plan to be secured by planning condition which should include:
- Details of how parking spaces will be managed, including inappropriate parking across the site, informal parking outside of allocated parking spaces and exceedance of any time limits by individual vehicles
 - Details of arrangements for the management and maintenance of electric vehicle charging points.
 - Details for the management and maintenance of the substation parking spaces.
 - A programme of implementation, monitoring and management of the car parking spaces to be reviewed regularly and as necessary for the lifetime of the development
- 6.121 Lastly, a Residential Travel Plan has been submitted with the objective to reduce the level of single occupancy car use and particularly single occupancy journeys. It identifies a series of measures for passing information on to future residents such as the availability and benefits of alternative and sustainable travel methods and benefits of homeworking. While these measures are welcomed KCC Highway officers require an updated Residential Travel Plan to be secured by condition in order to ensure it contains the most up-to-date information to future residents on occupation. Further information on objectives and modal-split targets, a programme of implementation and provision for monitoring, review and improvement are also required.

Electric Vehicle Charging –

- 6.122 The application proposes that all parking spaces across the site are to be provided with electric vehicle charging infrastructure. For unadopted roads and parking areas these will be active charging facilities from construction. Roads to be adopted by

KCC will be provided with passive charging infrastructure only, which will serve the visitor parking bays within these streets. This level of provision exceeds the current requirements of Building Regulations approved Document S: Electric Vehicle Charging, but form part of the sustainability criteria for the proposal. As such the details of the charging infrastructure, including for cycle charging, will be secured by planning condition, in accordance with the Ebbsfleet Sustainable Travel Strategy (STS).

Cycle Storage -

- 6.123 Cycle storage spaces are to be provided in accordance with the PMP and STS, comprising 1 adult bicycle per bedroom for both houses and apartments. Secure and covered cycle parking is to be provided in the rear gardens of houses. Details of the stores are to be required by condition to ensure they are fit for purpose and provided prior to first occupation. Secure and integrated cycle storerooms are provided in each of the apartment buildings and provide an appropriate number of accessible cycle store spaces. In accordance with KCC Highway Officer's recommendations a planning condition to secure charging facilities for electric cycles within these communal cycle stores is recommended.
- 6.124 In addition, 18no. external visitor cycle parking spaces are proposed at 3no. locations, close to apartment block entrances and the Fastrack route. These locations are considered to be places where visitors may travel to by bicycle as part of the wider cycle network and correlates with the green connections as set out in the AMP. While visitor cycle provision would be beneficial around the Neighbourhood Green, there is not sufficient safe space due to the provision of parking. Notwithstanding this, additional communal cycling spaces within the Neighbourhood Green are being secured as part of this separate submission. Subject to the use of a suitably worded planning conditions securing the final details of short-term visitor cycle parking and cycle storage details for the houses, the proposed cycle storage is acceptable.

Summary -

- 6.125 Overall, the approach to parking has been carefully considered and largely follows the process endorsed by the STS. EV charging and cycle parking provision have been well provided for, and car club provision in the wider area will be available to all future residents. The approach to highways, parking provision and car parking management has been reviewed by KCC Highways officers who have formally removed their objection to the proposals. Subject to the recommended conditions, the approach to highways and parking is supported.

Sustainability

- 6.126 The NPPF (2024) 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 net zero by 2050 including through support of renewable and low carbon energy and associated infrastructure (paragraph 161). Policy M3 (Sustainable Technology, Construction and Performance) 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. Applicants should demonstrate best endeavours to use recognised assessment tools and quality standards. As part of the policy, it provides requirements for helping to preserve resources which includes:

- All residential development must demonstrate delivery of the water efficiency level of no more than 110 litres per person per day for all dwellings created.
- Development should aim to increase a building's length of life and its adaptability for future uses.
- All residential development should incorporate passive design in order to optimise solar and daylight access and reduce the risk of overheating and the need for cooling
- Development must achieve, as a minimum, the reduction in regulated carbon emissions as set out in current Building Regulations, unless it can be demonstrated that such provision is not feasible

6.127 Policy CSW 3 (Waste Reduction) of the Kent Minerals and Waste Local Plan (March 2025) requires major developments to demonstrate circular economy principles through a submitted Circular Economy Statement, strengthen the approach to resource efficiency and sustainable development as material considerations in assessing this application.

6.128 Since October 2024 EDC officers have been working with relevant applicants to improve sustainability assessments in accordance with the latest EDC's Sustainability Guidance that stems from the new Dartford Plan adopted in 2024. The guide sets out Ebbsfleet Development Corporation's approach to assessing the sustainable performance of planning applications within the urban development area. It provides a clear and practical framework aligned with local policy, EDC's environmental ambitions, and industry best practice. The new assessment approach introduces two key tools: (1) performance tables that translate policy into measurable sustainability levels across areas such as Carbon & Energy, Water, Waste & Materials, Natural Environment, Health & Wellbeing, and Inclusive Growth; and (2) simple design guidance for key project types to support early integration of sustainable design principles. This methodology is intended to inform pre-application discussions, application documentation, and reporting to the planning committee, ensuring projects contribute to the ambitions of the Ebbsfleet Environmental Sustainability Framework.

6.129 A Sustainable Construction Code and Water Conservation Plan have been secured as strategic documents for the whole of EQ under Conditions 23 and 24 of the OPP. These documents establish methodologies and parameters to be applied across all developments within EQ. The strategies align with current Building Regulations Part L and commit to achieving a water consumption rate of 105 litres per person per day. The strategies also encourage consideration of additional measures that could be implemented to improve the performance of buildings. It is understood the housebuilders are under contractual obligation with the site wide landowner to comply with these requirements.

6.130 The applicant has submitted a completed version of EDC's Sustainability Assessment Summary table – as presented below.

Sustainability Themes / Performance Measure	Please select Sustainability Level achieved in each measure		
Carbon & Energy			
Whole life Carbon	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upfront Carbon	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Energy efficiency : Energy Use Intensity (EUI)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Passive Design : Space heating	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Renewables	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Energy Management	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Waste & Materials			
Circular sourcing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Responsible sourcing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
End of life reusability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Construction waste	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Offsite Manufactured, MMC, Pre-manufactured	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Health & Wellbeing			
Local Amenities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Cycle parking & facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Car club	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Transport connections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Housing Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Healthy materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
External daylight and sunlight	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Internal daylighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dual aspect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Overheating	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water			
Sustainable Urban Drainage Systems (SuDs)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Surface water run off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Potable Water use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Collection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Natural Environment			
Biodiversity Net Gain	N/A	<input type="checkbox"/>	<input type="checkbox"/>
Urban Greening Factor	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Tree Canopy cover	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Green Roof coverage	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Food growing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Drought resistance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sustainability Assessment Summary Checklist

- 6.131 The table provides an at-a-glance summary of the scheme's sustainability credentials. It is organised into five themes, with each theme broken down into specific criteria assessed using a colour-coded scale indicating different levels of achievement, illustrating a balanced performance across the assessment themes.
- 6.132 The EDC Environment and Sustainability Manager review of the submission confirms progress toward key environmental objectives. Whole-life carbon is verified below 800 kgCO₂e/m², with upfront carbon slightly above target for houses but apartments performing better. Energy performance is mixed: all dwellings meet space heating limits, but only half achieve the 60 kWh/m²/year Energy Use Intensity benchmark; PV panels are currently limited to apartment blocks. Circular economy commitments include 30% reused/recycled materials, responsible sourcing of at least 50% of key materials, and zero non-hazardous waste to landfill. Accessibility standards (M4(2)) will be met across all units, with strong daylighting and dual-aspect provision, though

healthy materials remain unassessed. Water efficiency is addressed (110 l/p/d), but no SuDS or water collection measures are confirmed. Urban greening achieves a factor of 0.28, with green roofs on apartments, though tree alignment and drought resistance could be improved. Overall, the scheme demonstrates significant sustainability measures but highlights gaps in renewable energy coverage, SuDS integration, and smart energy management.

- 6.133 While no SuDS features are proposed within Phase 4, surface water will discharge directly into the strategic SuDS network serving the wider development which includes a combination of vegetated swales and two lakes which will attenuate runoff before discharging to the River Thames. It should also be noted that infiltration has been discounted as a viable drainage option due to site-specific geotechnical constraints, which could adversely affect groundwater quality. The Drainage Technical Note confirms that rainwater storage for later use is feasible at a domestic scale through water butts. To promote water efficiency, the applicant has agreed to installation of rainwater butts for individual private houses which is secured through a condition. While this measure will only capture a small proportion of runoff during storm events, it provides an opportunity for rainwater reuse for garden irrigation and supports sustainable water management practices. The Urban Greening Factor (UGF) may be enhanced when assessed at the neighbourhood scale, incorporating adjacent green spaces and communal areas. Similarly, opportunities for food growing are also expected to be integrated at the central Neighbourhood Green, contributing to biodiversity and community resilience objectives.
- 6.134 An Energy and Sustainability Statement (AES, Ref: 6799) has been submitted for this development phase. The report confirms that the scheme will follow the London Energy Hierarchy, reducing energy demand through efficient building fabric and design first (Be Lean), optimizing heating systems (Be Clean), and incorporating renewable technologies such as photovoltaic panels and air-source heat pumps (Be Green). Additionally, the strategy includes a whole-life carbon assessment, evaluating embodied emissions across construction, use, and end-of-life stages. While results show progress toward net-zero benchmarks, some unit types remain above best-practice targets. Water efficiency measures and site-wide sustainability outcomes are also addressed, confirming that the proposed development will meet water consumption limits through the installation of specified sanitaryware fittings and allowances for external use and normalisation factors. The calculated internal water consumption for this development is 104.4 litres per person per day, which is within the OPP target, and a planning condition is recommended to secure compliance with the approved strategy.
- 6.135 The Statement shows that the development is expected to achieve notable improvements over baseline requirements. Energy modelling and whole-life carbon assessments indicate a 68.33% reduction in regulated carbon emissions compared with Approved Document L 2021 standards.
- 6.136 In summary, the report concludes that the development adopts established best-practice principles and delivers meaningful carbon reductions beyond minimum regulatory standards. The combination of fabric improvements, efficient systems, and consideration of renewable energy options provides a strong and credible response to climate and energy expectations. As the performance figures are based on sample modelling and indicative assumptions, a planning condition securing compliance with these requirements has been recommended but allows for alternative or additional measures to be submitted and approved by the LPA, if the original predicted levels cannot be achieved.

- 6.137 The submitted Circular Economy Statement (AES - dated August 2025) confirms that the development will embed circular principles across its lifecycle to minimise waste and maximise resource efficiency. Key commitments include designing for adaptability and disassembly, prioritising reclaimed and responsibly sourced materials, and implementing a robust waste hierarchy with on-site segregation and recovery routes. Governance measures will ensure monitoring and reporting against performance targets, including ≥90% diversion of non-hazardous waste from landfill, 20–30% recycled content in key elements, full digital material tracking, and quarterly progress reporting through to final verification prior to occupation. A planning condition is recommended to secure the implementation, targets, monitoring and reporting commitments detailed in this Circular Economy Statement.

Utilities

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

Ecology

- 6.139 The details of ecological works, mitigation measures and monitoring have been secured under the OPP. On-site and future works are being monitored by KCC Biodiversity Officers. The relevant ecological mitigation and site clearance has already been carried out at the site and this application relates only to the built footprint of part of the site within Western Cross.
- 6.140 KCC Biodiversity Officers have reviewed the submission and confirm no objection to the proposals. They have advised that, if any vegetation clearance remains outstanding, the applicant must seek further ecological advice before undertaking such works to ensure compliance with wildlife legislation. Given the limited extent of the remaining vegetation, the LPA are satisfied that additional submissions are not necessary. Therefore, an informative will be added to remind the applicant of their responsibilities in this regard.
- 6.141 A Site Wide Biodiversity Action Plan (BAP) has been secured for Alkerden and Western Cross in accordance with condition 15 of the OPP. This recognises that while the built environment will not be primarily designed for biodiversity, careful design can add value and biodiversity should be enhanced through native and wildlife friendly planting, and species specific measures for residential buildings, including:
- Bird boxes to be provided at 5 per hectare (total 285);
 - Bat roost features to be included within the buildings in the main development area (total 50 for Alkerden and Western Cross); and,
 - Planting which comprises 25% native trees and shrubs, 25% wildlife friendly ornamental species and 50% other ornamental tree and shrub species;

- Green roofs to be provided as 20% of total roof areas of buildings with a roof area greater than 250 m2.

- 6.142 This application proposes the inclusion of 15no. Swift boxes, 7no. Redstart bird boxes, 22no. integrated bat boxes, 15no. integrated bee bricks and hedgehog highways spread throughout the phase. The location of bat and bird boxes are well positioned, close to open spaces and generally away from busier roads. Bird boxes are concentrated in north facing positions, while bats are positioned in south facing positions, which suits the species different environmental requirements. A planning condition is recommended to secure the installation of these features prior to the first occupation of the buildings to which they relate.
- 6.143 The submitted illustrative landscaping masterplan has not included details of any native species planting. A planning condition requiring detailed soft landscaping plans is to be included and can ensure appropriate native and wildlife friendly planting is secured in accordance with the BAP requirements.
- 6.144 The proposed roof plans for apartment blocks indicatively detail 'Biodiverse Roof' within the parameters of the BAP requirements. Final details of these biodiverse green roofs should be secured by a planning condition, including the technical specification and planting mix which further considers biodiversity, including requiring installation prior to occupation of the block to which they relate.
- 6.145 KCC Biodiversity Officers acknowledge that parts of the open space will receive minimal light spill and recommend that street lighting should follow an overnight dimming regime to further reduce impacts on nocturnal wildlife. In line with this best practise, a planning condition requiring compliance with a dimming regime for adopted and private streets in line with KCC Highway's guidance is therefore recommended and provides consistency with previous phases in Western Cross.
- 6.146 Subject to the conditions and informatives noted above, it is considered that suitable ecological mitigations are in place, and the development is acceptable with regards to any ecological impact, and has taken appropriate opportunities to improve and enhance biodiversity through the design.

Building for a Healthy Life (BFHL)

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

Integrating the neighbourhood			
1 Natural Connections	2 Walking, cycling and public transport	3 Facilities and services	4 Homes for everyone
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
Streets for all			
9 Healthy Streets	10 Cycle Parking and Car Parking	11 Green and Blue Infrastructure	12 Back of footpath-front of house

BFHL Assessment

- 6.148 The proposed development successfully performs against all 12 BFHL assessment criteria achieving 12 out of 12 greens. The results of the BFHL assessment are therefore acceptable and to be commended.

Other Matters

- 6.149 *Environmental Impact Assessment (EIA)* - The outline planning permission was identified as being EIA development and the likely significant effects of the development on the environment were identified and assessed at the time of the outline application. If effects arising from the proposals set out in an application for approval of reserved matters were not identified or identifiable at the time of a decision to grant outline planning permission and were therefore not assessed at the time of that decision, then an assessment must be undertaken at the reserved matter stage. However, it is EDC officers' opinion that all likely significant environmental effects were identified and assessed as part of the outline permission application process and that the information before the planning authority is adequate to assess the significant effects of the development on the environment, and therefore it is not necessary to serve a notice seeking further environmental information.
- 6.150 *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.
- 6.151 Policy M14 of the Dartford Local Plan requires large residential developments located within 10km from the North Kent European Protected sites (that are located outside the Borough) to undertake a Habitats Regulation Assessment to demonstrate that the mitigation measures proposed are satisfactory to avoid potential adverse recreational effects to protected features. These European Protected Sites located on the North Kent coast are the Thames Estuary and Marshes Special Protection Area (SPA) / Ramsar (wetland sites of international importance), the Medway Estuary and Marshes SPA / Ramsar, and the Swale SPA/ Ramsar sites.
- 6.152 In this instance the development is situated within 10 km 'as the crow flies', and is therefore likely to impact on the Thames Estuary and Marshes Special Protection Area (SPA), one of the North Kent European Protected Sites. An assessment of the likely impacts from the development at EQ was undertaken at the time of the outline permission in connection with the proposed mitigation measures. The S106 agreement in relation to Western Cross and Alkerden sets out mitigation measures in the form of a negative restriction on any development, prohibiting implementation of a planning consent without payment of a tariff based financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS) – currently £22.64 per dwelling – which pools money from local authorities to spend on measures to mitigate recreational disturbance as a result of new development.
- 6.153 Following subsequent judicial clarification of the legal position, it is now established that the requirement for an Appropriate Assessment cannot be screened out on the basis of the mitigation measures proposed. In this circumstance, to ensure legal compliance, an Appropriate Assessment is required to be undertaken at the reserved matters stage. In the context of this application for approval of reserved matters EDC officers have carried out an Appropriate Assessment in order to assess whether any adverse impact on the integrity of the Thames Estuary and Marshes SPA can be ruled out. The Appropriate Assessment concludes that, taking into account the mitigation measures proposed in the s106 agreement, the proposal will not adversely affect the

integrity of the Thames Estuary and Marshes SPA. Natural England confirmed at the time of assessing the application for OPP that a SAMMS payment (as secured by the S106 agreement) is appropriate for the development and, pursuant to the conclusions of the Appropriate Assessment in respect of this application for approval of reserved matters, EDC officers are in agreement.

- 6.154 The S106 has been completed and is enforceable against the land. A separate unilateral undertaking from the applicant for payment of the contribution is therefore unnecessary.
- 6.155 *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 Eastern Quarry has already been examined in association with conditions 13 and 14 of the outline permission and the Historic Environment Framework which was approved under the outline permission. This Framework identifies the application site is located within an area of 19th/20th Century quarrying which was excavated to significant depths. It therefore concludes that there is no potential for redeposited or undisturbed Palaeolithic remains or any potential for remains of other periods. Since this has already been identified by approved documents pursuant to the outline permission and groundworks have already been carried out at the site, it is not considered necessary that foundation designs are required since no harm would arise, particularly at that depth. It is therefore considered that the application of condition 26 is not appropriate in this instance and foundation designs have not been requested.
- 6.156 *Drainage* – 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 Technical Note (173535-04) has been submitted with the application which confirms that drainage design follows the approved site-wide Water Management Plan approved under condition 12 of the Outline Planning Permission and strategic SuDS network agreed at outline planning stage. Surface water will discharge into a strategic piped network within highways, which connects to cascading swales and a southern lake before outfall to the River Thames. Surface water quality has been assessed in line with CIRIA C753 SuDS Manual guidance, confirming that all surfaces within the phase will receive adequate treatment before run-off enters existing watercourses. Design calculations for the 1 in 1 and 1 in 100 year storm events, including a 40% climate change allowance and a 6% urban creep allowance for residential areas, have informed pipe sizing and discharge rates. The strategy accords with principles agreed with the Lead Local Flood Authority and is consistent with the wider site drainage approach. Foul water from the phase will primarily use gravity connections to the strategic foul network supported by a pumping station to lift flows up to the level of the stubs within the Secondary Road located within phase 3. The strategic foul network then conveys flows to additional pumping stations before discharge into Southern Water's existing off-site sewers. Southern Water and KCC as the Lead Local Flood Authority have been consulted and confirm no objections to the proposals. Therefore, it is considered that matters relating to drainage and flooding have been adequately addressed and that the proposed development is acceptable in this respect.
- 6.157 *Condition 25 Outstanding Issues* – 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. The final detail design of some of the items, such as specific materials for the external appearance of the houses and apartments, boundary designs, hard and soft

landscaping, cycle storage, electric meter services and street and external lighting can be secured by planning conditions.

- 6.158 *Local Employment* – 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. No Employment and Training Plan has been provided with the application but an informative will be used to remind the applicant of the S106 requirements.

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), Council Tax through the provision of new dwellings, and the delivery of Affordable Housing.

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 The Equality Act 2010 (Equality Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 9.2 In determining this application, regard has been had to the duty as set down in section 149 of the Equality Act, 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.
- 9.3 The scheme has responded to the requirements of the Equality Act 2010 and in determining the application the LPA have had regard to Section 149 of the Equality Act 2010 (the Public Sector Equality Duty). The LPA has considered how the scheme addresses the need to promote equality of opportunity and encourage good relations between people with different protected characteristics, whilst future proofing the scheme for public benefit.

- 9.4 The proposals include a range of inclusive design measures addressing matters of equality to minimise disadvantage — such as inclusive and accessible communal gardens, Play-on-the-Way facilities and safe pedestrian routes that allow for informal congregation; accessible distances throughout the phase to access the Fastrack bus services; the inclusion of tactile paving within the pedestrian network; car parking spaces that are designed to be able to be adapted to provide for dedicated disabled parking provision, should future demand require it. In addition, the scheme significantly exceeds the Section 106 requirement for accessible homes, delivering a substantially higher proportion of dwellings built to M4(2) standards than the minimum 25% required. On this basis, officers are satisfied that equality considerations have been properly taken into account in the assessment of the application.
- 9.5 It is considered the application proposals would comply with objectives of the Duty.

10.0 CONCLUSION

- 10.1 The proposal would deliver a high-quality residential development in accordance with the provisions of the Area Masterplan and Design Code, the overarching Outline Planning Permission, and local and national planning policy. EDC officers are satisfied that the scheme conforms with the objectives of the Ebbsfleet Implementation Framework.
- 10.2 The applicant has worked closely with the LPA through multiple rounds of pre-application advice and during the course of the application. Resultantly, the proposed scheme would provide an attractive and safe development in accordance with Garden City principles, so the scheme is considered to be a positive addition to Ebbsfleet.
- 10.3 Officers recommend that the application is approved, subject to the conditions set out in this report.