

Reference: EDC/25/0233

Site Address: Ashmere Parcels 12 & 13 (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 143 dwellings and associated infrastructure.

Applicant: Dandara South East

Parish / Ward: Ebbsfleet

SUMMARY:

This application seeks approval of all reserved matters (access, appearance, scale, layout and landscaping) for 143no. homes, comprising 103no. 2, 3 and 4 bed houses and 40no. 1 and 2 bed flats, at Parcels 12 and 13 of Ashmere, the western-most village within the Whitecliffe (Eastern Quarry) development site. The scheme would be the first phase delivered by Dandara Homes Ltd, a small/medium housebuilder (SME), within the Ebbsfleet development area.

The application has been guided by a series of strategy documents, principally the Area Masterplan and Design Code (AMP/DC) which set out design parameters for delivery of detailed consents and set the standards against which all reserved matters applications in Ashmere are assessed. The proposed development 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 9 Building for a Healthy Life categories. It delivers a permeable grid layout that promotes walking, cycling, and public transport, supported by the Fastrack corridor and well-connected streets. A diverse mix of housing types and tenures is proposed, with high standards of accessibility and private amenity. All allocated parking spaces across the site would benefit from electric vehicle charging infrastructure, with 7no. further EV charging provided for unallocated communal parking spaces and cycle storage provision exceeds the Ebbsfleet Sustainable Travel Strategy requirements. Car club provision is also provided.

The design responds sensitively to the site's setting at the heart of Ashmere, creating distinctive character areas, to reflect Urban Ashmere and its Industrial Heritage. Architectural detailing, varied materials, and landmark buildings enhance visual interest and identity. Public spaces, including communal gardens and nodal spaces, are integrated with green 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 are accommodated through the site to link the masterplanned Neighbourhood

Green and Fastrack corridor, 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.

All dwellings meet Nationally Described Space Standards, with 92% achieving the enhanced optional M4(2) accessibility standards. Parking provision accords with the Ebbsfleet Sustainability Strategy and the EQ site-wide Parking Management Plan, incorporating a mix of on-plot spaces, landscaped courts, and visitor bays.

Sustainability is embedded throughout, including energy-efficient homes, EV charging, and biodiversity measures such as native planting, bat and bird boxes, bee bricks, and hedgehog highways. The approach supports active travel, lower-carbon transport, and circular economy principles through the use of recycled materials.

In summary, the proposal delivers a well-designed, sustainable neighbourhood that accords with planning policy and the outline permission for Eastern Quarry, contributing positively to Ebbsfleet's vision.

At the time of publishing this report, KCC Highways are considering amended details provided in relation to pedestrian and vehicular visibility splays and vehicular tracking. As such, a holding objection is currently in place pending comments on their review of these plans. Approval of the application is therefore recommended subject to conditions and satisfactory address of the outstanding issues subject to the current KCC Highways objection.

RECOMMENDATION: Authority be delegated to the Director of Planning and Place to approve the application and grant reserved matters approval subject to the following:

- (i) the addressing, to the satisfaction of the Director of Planning and Place, of the outstanding issues subject to the current KCC Highways objection and the imposition of such appropriate further conditions as required in that regard; and
- (ii) 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:

Layout Drawings:

ASP-BPTW-S01-ZZ-DR-A-0100 Rev C01 – Site Location Plan
ASP-BPTW-S01-ZZ-DR-A-0110 Rev C02 – Site Layout – Ground Floor
ASP-BPTW-S01-ZZ-DR-A-0111 Rev C02 – Site Layout – First Floor

ASP-BPTW-S01-ZZ-DR-A-0112 Rev C02 – Site Layout – Second Floor
 ASP-BPTW-S01-ZZ-DR-A-0113 Rev C02 – Site Layout – Third Floor
 ASP-BPTW-S01-ZZ-DR-A-0114 Rev C02 – Site Layout – Roof
 ASP-BPTW-S01-ZZ-DR-A-0115 Rev C02 – Site Layout – Dwelling Type
 ASP-BPTW-S01-ZZ-DR-A-0116 Rev C02 – Site Layout – Tenure Strategy - Ground Floor
 ASP-BPTW-S01-ZZ-DR-A-0117 Rev C02 – Site Layout – Tenure Strategy - First Floor
 ASP-BPTW-S01-ZZ-DR-A-0118 Rev C02 – Site Layout – Tenure Strategy - Second Floor
 ASP-BPTW-S01-ZZ-DR-A-0119 Rev C02 – Site Layout – Tenure Strategy - Third Floor
 ASP-BPTW-S01-ZZ-DR-A-0120 Rev C02 – Site Layout - Parking Strategy
 ASP-BPTW-S01-ZZ-DR-A-0121 Rev C02 – Site Layout – Refuse Strategy
 ASP-BPTW-S01-ZZ-DR-A-0122 Rev C02 – Site Layout – Cycle Strategy
 ASP-BPTW-S01-ZZ-DR-A-0123 Rev C02 – Site Layout – AMP Street Typologies
 ASP-BPTW-S01-ZZ-DR-A-0124 Rev C02 – Site Layout – Dwelling Typology Strategy
 ASP-BPTW-S01-ZZ-DR-A-0125 Rev C02 – Site Layout – Materials Strategy
 ASP-BPTW-S01-ZZ-DR-A-0126 Rev C01 – Site Layout – EV Charging Strategy

Floor Plans & Elevations - Houses:

ASP-BPTW-H01A-ZZ-DR-A-1020 Rev C02 – House Type H01A – 2B4P -Floor Plans & Elevations
 ASP-BPTW-H01B-ZZ-DR-A-1021 Rev C02 – House Type H01B – 2B4P -Floor Plans & Elevations
 ASP-BPTW-H02A-ZZ-DR-A-1022 Rev C02 – House Type H02A – 2B4P -Floor Plans & Elevations
 ASP-BPTW-H03A-ZZ-DR-A-1023 Rev C02 – House Type H03A – 2B3P -Floor Plans & Elevations
 ASP-BPTW-H04A-ZZ-DR-A-1024 Rev C02 – House Type H04A – 2B3P -Floor Plans & Elevations
 ASP-BPTW-H05A-ZZ-DR-A-1025 Rev C02 – House Type H05A – 3B4P -Floor Plans & Elevations
 ASP-BPTW-H05B-ZZ-DR-A-1026 Rev C02 – House Type H05B – 3B4P -Floor Plans & Elevations
 ASP-BPTW-H05C-ZZ-DR-A-1027 Rev C02 – House Type H05C – 3B4P -Floor Plans & Elevations
 ASP-BPTW-H05D-ZZ-DR-A-1028 Rev C02 – House Type H05D – 3B4P -Floor Plans & Elevations
 ASP-BPTW-H05E-ZZ-DR-A-1029 Rev C02 – House Type H05E – 3B5P -Floor Plans & Elevations
 ASP-BPTW-H06A-ZZ-DR-A-1030 Rev C02 – House Type H06A – 3B5P -Floor Plans & Elevations
 ASP-BPTW-H06B-ZZ-DR-A-1031 Rev C02 – House Type H06B – 3B5P -Floor Plans & Elevations
 ASP-BPTW-H07A-ZZ-DR-A-1032 Rev C02 – House Type H07A – 3B4P -Floor Plans & Elevations
 ASP-BPTW-H07B-ZZ-DR-A-1033 Rev C02 – House Type H07B – 3B4P -Floor Plans & Elevations
 ASP-BPTW-H08A-ZZ-DR-A-1034 Rev C02 – House Type H08A – 3B5P -Floor Plans & Elevations
 ASP-BPTW-H06A-ZZ-DR-A-1030 Rev C02 – House Type H06A – 3B5P -Floor Plans & Elevations
 ASP-BPTW-H01C-ZZ-DR-A-1045 Rev C01 – House Type H01C – 2B4P -Floor Plans & Elevations

Floor Plans & Elevations – Apartments:

ASP-BPTW-B01-00-DR-A-1001 Rev C02 – Flat Block 1 – Ground Floor Plan
ASP-BPTW-B01-01-DR-A-1002 Rev C02 – Flat Block 1 – First and Second Floor Plan
ASP-BPTW-B01-03-DR-A-1003 Rev C02 – Flat Block 1 – Third Floor Plan
ASP-BPTW-B01-04-DR-A-1004 Rev C02 – Flat Block 1 – Roof Plan
ASP-BPTW-B01-ZZ-DR-A-2001 Rev C02 – Flat Block 1 – Elevations
ASP-BPTW-B02-00-DR-A-1005 Rev C02 – Flat Block 2 – Ground Floor Plan
ASP-BPTW-B02-01-DR-A-1006 Rev C02 – Flat Block 2 – First and Second Floor Plan
ASP-BPTW-B02-03-DR-A-1007 Rev C02 – Flat Block 2 – Third Floor Plan
ASP-BPTW-B02-04-DR-A-1008 Rev C02 – Flat Block 2 – Roof Plan
ASP-BPTW-B02-ZZ-DR-A-2002 Rev C02 – Flat Block 2 – Elevations
ASP-BPTW-B03-00-DR-A-1009 Rev C02 – Flat Block 3 – Ground Floor Plan
ASP-BPTW-B03-01-DR-A-1010 Rev C02 – Flat Block 3 – First and Second Floor Plan
ASP-BPTW-B03-03-DR-A-1011 Rev C02 – Flat Block 3 – Third Floor Plan
ASP-BPTW-B03-04-DR-A-1012 Rev C02 – Flat Block 3 – Roof Plan
ASP-BPTW-B03-ZZ-DR-A-2003 Rev C02 – Flat Block 3 – Elevations

Street Elevations and Sections:

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

Landscaping:

DE_682_L_RM_001 – Landscape Masterplan
DE_682_L_RM_002 – Boundary Treatment Plan

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 (Drawing No. DE_682_L_RM_001) 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. **Detailed Architectural Drawings** - No development above foundation level shall take place until detailed architectural drawings (at scale 1:20) 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 and vertical weatherboarding
 - Tile hanging
 - Window reveals
 - (c) Detailed feature brick elements including mortar joint profiles for:
 - Soldier course and surrounds
 - Brick banding
 - Horizontal alternating brick detail
 - Brick quoin detail
 - Brick rustication detail
 - 15mm recessed striped stretcher bond
 - 15mm projecting spotted brick pattern
 - 15mm recessed brick panel
 - 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) Entrance canopies and entrance porches for houses and apartments including fixing and soffit details;
 - (h) 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
 - (i) Building name signage for the 3no. 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.

5. **External Materials Finishes** - No development above foundation level shall take place until details of external material finishes (including samples where requested by the Local Planning Authority) to be used on the buildings 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 (Buff, Red, Light Grey, Dark Grey)
 - Weatherboard cladding (Dark)
 - Roof tile (Slate Effect Black)
 - (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 4);
 - (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; and
 - (g) Floor finishes to balconies and terraces.

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.

6. **Soft Landscaping Details and Updates** – Notwithstanding the details submitted with the application, 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 Illustrative Landscape Masterplan (Drawing No. DE_682_L_RM_001) 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) Provision of a soft landscape strip to the southwest corner of Block 2 in between the proposed terrace serving the ground floor flats and the public highway fronting the Ashmere Southern Junction;
- (d) Provision of a Landscape Management Plan (separate to the Ecological Management and Enhancement Plan) which should include details of all necessary landscape maintenance and management objectives and prescriptions for all landscape typologies (including hard landscaping to be approved pursuant to condition 7 and the approved ecological enhancement features) present within the site.

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 to be secured in accordance with part (d) above 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: In relation to part (c) above, the applicant is advised to reinstate soft landscape details with groundcover planting mix and specimen shrubs that had been removed from earlier plans as a result of the extension to the terraced area.

7. Hard Landscaping inc. Street Furniture and Play Equipment- Notwithstanding the details submitted with the application, 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, that broadly accord with the details illustrated and annotated on Illustrative Landscape Masterplan (Drawing No. DE_682_L_RM_001) 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;
- (b) Details for the laying and installation of the unique hard surface treatments to the two pedestrian connection 'Green Links' running north to south through Parcel 13;
- (c) Specification of edging and kerbs across the site, in accordance with the Ashmere Area Masterplan/Design Code;
- (d) Details of inclusive design including external steps and ramps, tactile warning or wayfinding paving, mobility features and dropped kerbs;
- (e) Details of the demarcation of vehicle parking spaces at 1:100 or greater scale;
- (f) Full specification details for all street furniture and play equipment including details of seating, cycle stands, bollards, and feature boulders;
- (g) Details of the water butts (which should be a minimum size of 200 litres) to be provided to all private residential gardens;
- (h) Full details of all boundary treatments including height, appearance, materials and colour finish; and
- (i) Details of hard surfacing to the western end of the parking space serving plot 108 to provide a tapered splay to accommodate perpendicular parking.

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 at all times in accordance with the Landscape Management Plan to be approved pursuant to part (d) of condition 6.

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.

8. **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) At least 1m² storage space must be provided within the shed, for garden equipment etc, in addition to that provided for cycle parking; and
- (e) Where more than two bicycle spaces are required, the scheme should include either a 'Sheffield' stand or wall bars to provide a secure fixing point.

The approved cycle storage facilities shall be constructed, furnished, and made available for use prior to the dwelling to which it relates being first occupied.

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

9. **Lighting** - Notwithstanding the details set out in the approved plans, no development above foundation level shall take place until a detailed lighting scheme, including security lighting, bollard lighting and the illumination of the buildings at night, has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- a. A horizontal lux plan showing all proposed lighting equipment (adoptable, non-adoptable, exterior, bollard, combined lighting, etc.);
- b. Details of appearance, colour and finish of all proposed lighting;
- c. Details of fixtures, any supporting structures, and systems of control such as timers and sensors including surface finish and colour;
- d. Details on colour temperature of the lighting and the associated public realm surfaces including reflectivity and glare;
- e. Details of lighting to building entrances;
- f. Details of the proposed dimming regime; and
- g. Details of lighting to the car parking courts.

Details should demonstrate that lighting within all car parking courts will be in line with table 4 of BS5489-1:2020 'Design of road lighting - Lighting of roads and public amenity areas' in terms of 'light traffic' for 'parking areas of terraced and apartment houses' (e.g. average 5 lux and uniformity of 0.25).

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

Reason: To ensure a satisfactory appearance to the development and secure an appropriate level of lighting which will conserve and enhance the amenity and safety of residents, in accordance with adopted Dartford Development Policies Plan Policies DP2 and in the interests of ecological and biodiversity protection in accordance with Dartford Local Plan 2024 Policy M14.

Informative: Submitted details show lighting in some spaces in communal parking areas shows that will be poorly lit. Additional lighting details are required to ensure these spaces provide sufficient lighting to make them more attractive, safe, and usable, reducing risk of anti-social behaviour.

Informative: Street lighting columns in earlier phases of Ashmere village will have a powder coated finish which should be replicated in this development to retain consistency across the whole village.

Informative: In relation to part (f) above, details shall confirm that the lighting for both adopted and private streets shall follow the KCC Highways dimming regime.

10. **PV Panels** - No development above foundation level shall take place until details of the location, technical specification, appearance and form of the solar photovoltaic (PV) panels, as identified in the AES Energy and Sustainability Statement (March 2026), have been submitted to and approved in writing by the Local Planning Authority. Details should consider how PV panels for sloping roofs can be integrated within the roofing and avoid elements sitting above the ridge line. Consideration for the installation of PV panels should be maximised for both houses and apartment buildings where possible. The development shall be carried out in accordance with the approved details and the solar PV panels shall be installed prior to first occupation of the dwelling to which they relate and shall thereafter be retained in working order at all times.

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

11. **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, in accordance with the Noise Assessment (ref. 250470-ACE-XX-XX-RP-C-0601), 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; and
- (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: In accordance with the submitted noise assessment, ASHP should be installed to all houses and further consideration should be given to installation to the apartment blocks. Details of the provision of MHVR anticipated to be installed at Block 3 shall be informed by the final overheating assessment. 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.

Prior to First Occupation

12. Electric Vehicle Car Charging – No dwelling hereby approved shall be occupied until the active electric vehicle charging point associated with that dwelling, as shown on the EV Charging Plan (drawing number ASP-BPTW-S01-ZZ-DR-A-0126 Rev C01), has been provided and made available for use. The active charging points shall be provided to Mode 3 standard (providing up to 7kw) and SMART (enabling Wifi connection) – or equivalent. Passive electric vehicle charging infrastructure (comprising provision of the network of cables and an associated power supply necessary to connect to future electric vehicle charging) shall be installed to all remaining vehicle parking spaces prior to occupation of the associated apartment block.

Details of the specification and locations of charging point connections, shall be submitted to and approved in writing by the Local Planning Authority and the development carried out in accordance with the approved details and made available for use prior to the dwelling to which it relates being first occupied.

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

13. Vehicle Parking Provision – No dwelling hereby approved shall be occupied until the vehicle parking spaces associated with that dwelling, as shown on the Parking Strategy Plan (drawing number ASP-BPTW-S01-ZZ-DR-A-0120 Rev C02) 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, shall be provided and made available for use, including final surfacing, drainage and demarcation prior to the occupation of the first dwelling within the communal parking areas to which they relate or the street within which the dwellings are located. Visitor parking spaces shall be retained as unallocated parking at all times.

Thereafter, no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), 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.

14. Car Club - No dwelling hereby approved shall be occupied until the area shown on the approved Parking Strategy Plan (drawing number ASP-BPTW-S01-ZZ-DR-A-0120

Rev C02) as a dedicated vehicle parking space for the car club has been provided and is available for use by the car club provider, including final surfacing, drainage, demarcation, signage and EV charging point (in accordance with the EV charging details to be approved pursuant to condition 12). The car club vehicle parking space shall be provided prior to first occupation of any dwelling hereby approved and shall be retained and kept available for use by the car club vehicle at all times

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

15. **Cycle Parking (Apartments)** - No dwelling within an apartment building hereby approved shall be occupied until the approved cycle storage facilities, including visitor cycle spaces, as set out in the Design and Assessment Statement Cycle Strategy (reference ASP-BPTW-XX-XX-DA-A-0410-C02-A3, April 2026), for the apartment building to which it relates, 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 at least 1no. adult bicycle per bedroom (based on the size of dwellings within the apartment building). The cycle storage 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.

16. **Car Park Management Plan** - Notwithstanding the submitted Car Parking Management Plan (Reference 2600470-ACE-XX-XX-RP-C-0101 – April 2026), no dwelling hereby approved 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 for the management and maintenance of the parking spaces;
- (d) Details for management and maintenance of the electric vehicle charging points that are located within communal car parking areas / privately maintained highway verges;
- (e) Details of arrangements for delivery or works/trade vehicles; 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.

Informative: There are inconsistencies between the PMP and other plans, as well as points of clarification set out in KCC's consultation response dated 21 April 2026 that will need to be resolved in the Full Car Parking Management Plan relating to EV charging, Travel Plan management responsibilities and adoptable lighting.

17. Residential Travel Plan - Notwithstanding the submitted Residential Travel Plan (Reference 2600470-ACE-XX-XX-RP-C-0101 - April 2026), no dwelling hereby approved 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, but not be limited, to the following:

- a) Travel Plan objectives and modal-split targets, post occupation baseline survey, a programme of implementation and provision for monitoring, review, improvement and ongoing responsibility for the implementation and ongoing management of the Travel Plan;
- b) Details of a Travel Information Pack which shall include information on car clubs and car sharing schemes in the locality, public transport available in the area and associated wellbeing benefits of public transport use, together with details demonstrating how this Travel Information Pack will be shared with residents;
- c) Sustainable travel incentives, including consideration of provision of one year's free membership plus £50 free driving credit (per dwelling) to the car club programme and one year's free Fastrack bus pass to residents; and
- d) Operational arrangement for the car club including details of the car club provider, provision of an electric car club vehicle and management strategy that ensures provision of an operational car club from first occupation.

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 the date of first occupation.

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

Informative: The applicant is advised that a minimum reduction in single occupancy vehicle trips of 10% is expected to be applied as a target in any instance (e.g. even if the baseline mode share shows a high modal split). Monitoring surveys should occur at the same time of year as the baseline survey to avoid seasonal bias impacting the results.

18. Ecological Enhancements - No dwelling hereby approved shall be occupied until the ecological enhancement features shown in the Ecological Management and Enhancement Plan (Reference J25-000359 Rev A - April 2026) related to that dwelling 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 in accordance with the Landscape Management Plan to be approved pursuant to part (d) of condition 6.

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

19. **Water Efficiency** - No dwelling hereby approved shall be occupied until the water efficiency measures relating to that dwelling to achieve the water usage of no greater than 105.4 litres per person per day as identified in the AES Energy and Sustainability Statement (March 2026) have been installed.

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

20. **Noise Mitigation** - No dwelling in Block 3 (as identified on Drawing No. ASP-BPTW-B03-ZZ-DR-A-2003) shall be occupied until noise mitigation measures detailed in the approved Noise Assessment (Ref: 2507470-ACE-XX-XX-RP-C-0601, March 2026) and ADO Noise Technical Note (Ref: 2507470-ACE-XX-00-RP-C-0611, dated 11/12/25) in relation to glazing have been implemented. The installed glazing shall thereafter be retained at all times.

Reason: To ensure the effective mitigation of noise impacts as identified and assessed in the environmental statement, in accordance with Condition 28 of Reserved Matters consent EDC/17/0048.

Compliance

21. **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 (March 2026) and Sustainability Assessment (excel):
- i. A minimum reduction in regulated carbon emissions of 83.18% compared to the Target Emission Rate (TER) calculated under Approved Document L (2021) using the Standard Assessment Procedure (SAP) methodology;
 - ii. Energy Use Intensity not exceeding 60 kWh/m²/year, as modelled in the submitted assessment;
 - iii. Space heating demand not exceeding 40 kWh/m²/year, as modelled in the submitted assessment;
 - iv. Energy demand reduction exceeding 75.60% (kWh), as modelled in the submitted assessment; and
 - v. Energy Management post construction modelling to be submitted within 3 months of occupation of the final dwelling.

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

22. 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 9168 rev 1.0).

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.

23. Accessible Dwellings – The dwellings hereby approved identified as M4 (2): Accessible and Adaptable Dwellings as set out in the approved Floor Plans (and as identified in Section 14 of the Design and Access Statement (reference ASP-BPTW-XX-XX-DA-A-0410-C02-A3)) shall be designed and constructed in accordance with the optional Building Regulations Part M4(2) standard.

Reason: To ensure the provision of accessible and adaptable dwellings, 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:

- Planning Cover Letter prepared by Fortis Planning dated 2nd April 2026
- Planning Statement prepared by Fortis Planning dated December 2025
- Design and Access Statement (ref. ASP-BPTW-XX-XX-DA-A-0410-C02-A3) prepared by BPTW dated April 2026
- Residential Travel Plan (ref. 2600470-ACE-XX-XX-RP-C-0101) dated April 2026
- Parking Management Plan (ref. 2600470-ACE-XX-XX-RP-C-0102A) dated April 2026
- Ecological Management and Enhancement Plan (ref. J25-000359_Rev A) dated April 2026
- Surface Water Calculations prepared by CTP Consulting Engineers dated 1st April 2026
- Surface Water Drainage Technical Note prepared by CTP Consulting Engineers dated April 2026
- Surface Water Drainage Technical Note prepared by CTP Consulting Engineers dated January 2026
- Noise Assessment (ref. 250470-ACE-XX-XX-RP-C-0601) prepared by Ardent dated March 2026
- ADO Noise Technical Note (Ref: 2507470-ACE-XX-00-RP-C-0611) dated 11th December 2025
- Overheating Report (ref. 12932-WCL-ZZ-ZZ-RP-0003) prepared by Whitecode Consulting Ltd dated 25th February 2026
- Internal Daylight and Sunlight Report prepared by DPR dated 27th January 2026
- Outdoor Lighting Report (Private Lighting) prepared by Lighting Reality dated 16th December 2025
- Outdoor Lighting Report (Adoptable Lighting) prepared by Lighting Reality dated 16th December 2025
- Energy and Sustainability Statement prepared by AES Sustainability dated 20th March 2026
- EDC Sustainability Assessment Spreadsheet (Excel)
- EDC Sustainability Checklist

- Circular Economy Statement prepared by AES Sustainability dated 18th December 2025
- DE_682_L_RM_003 - Urban Greening Factor Plan
- B1465-CTP-XX-XX-DR-C-1500-P02 – Engineering Layout Sheet 1 of 3
- B1465-CTP-XX-XX-DR-C-1501-P02 – Engineering Layout Sheet 2 of 3
- B1465-CTP-XX-XX-DR-C-1502-P02 – Engineering Layout Sheet 3 of 3
- B1465-CTP-XX-XX-DR-C-1510-P03 – Drainage Strategy Plan
- B1465-CTP-XX-XX-DR-C-1520-P02 – Drainage Catchment Areas Plan
- B1465-CTP-XX-XX-DR-C-1680-P04 – Visibility Splays Plan
- B1465-CTP-XX-XX-DR-C-1800-P05 – Refuse Vehicle Tracking Plan Sheet 1 of 3
- B1465-CTP-XX-XX-DR-C-1801-P05 – Refuse Vehicle Tracking Plan Sheet 2 of 3
- B1465-CTP-XX-XX-DR-C-1802-P05 – Refuse Vehicle Tracking Plan Sheet 3 of 3
- B1465-CTP-XX-XX-DR-C-1805-P05 – Pantehnicon Vehicle Tracking Plan Sheet 1 of 3
- B1465-CTP-XX-XX-DR-C-1806-P05 – Pantehnicon Vehicle Tracking Plan Sheet 2 of 3
- B1465-CTP-XX-XX-DR-C-1807-P05 – Pantehnicon Vehicle Tracking Plan Sheet 3 of 3
- B1465-CTP-XX-XX-DR-C-1810-P06 – Fire Tender Vehicle Tracking Plan Sheet 1 of 3
- B1465-CTP-XX-XX-DR-C-1811-P06 – Fire Tender Vehicle Tracking Plan Sheet 2 of 3
- B1465-CTP-XX-XX-DR-C-1812-P06 – Fire Tender Vehicle Tracking Plan Sheet 3 of 3
- B1465-CTP-XX-XX-DR-C-1815-P05 – Car Vehicle Tracking Plan Sheet 1 of 2
- B1465-CTP-XX-XX-DR-C-1816-P02 – Car Vehicle Tracking Plan Sheet 2 of 2
- B1465-CTP-XX-XX-DR-C-1820-P04 – HGV/Large Car Vehicle Tracking Plan
- Adoptable Lighting Horizontal Illuminance Plan
- Private Lighting Horizontal Illuminance Plan
- Lighting Specification Drawing Rev C - Tweet Neo Luminaires 5 metre Columns, Teo Bollards
- Community Participation Strategy dated December 2025
- Response to KCC Highways Consultation prepared by CTP Consulting Engineers dated 2nd April 2026
- Response to KCC Highways Consultation prepared by CTP Consulting Engineers dated 19th December 2025

2. LANDSCAPING

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

3. 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.

4. BUILDING REGULATIONS AND OTHER CONSENTS

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

5. 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.

6. 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.

7. 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.

8. PERMITTED DEVELOPMENT RIGHTS

The applicant is reminded that the outline consent for Eastern Quarry removes permitted development rights for alterations to dwellings.

9. 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.

10. 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 in accordance with an 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 anticipated to be operational in 2026, a community hub with health centre and lifelong learning centre, and the southern phase of the Major Urban Park. Detailed approval has been given for 782 dwellings across Alkerden with construction underway on multiple parcels.
- 1.6 Details have been approved for a total of 962 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 Ashmere as the term to describe this western village, to avoid conflicts with the strategic planning documents that refer to the site as Ashmere. In total there are approximately 2574 completions across EQ at this time.

Application Site

- 1.7 The application site constitutes an irregular L-shaped plot in the east of the Ashmere village and extends to approximately 2.59 hectares. The site is bound by Fastrack to the north with the future Ashmere village centre, Major Urban Park to the east, open space allocated for a village green and land allocated for future residential development to the south and west. In the south-west corner of Parcel 13 is a site for a pumping station with infrastructure that has been partially implemented. There is a planning application for the pumping station currently under consideration under reference EDC/23/0106. The red line boundary for the application site within its immediate surroundings is provided below:

Image: Application Site Area:



- 1.8 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 Ashmere have previously been approved under a separate planning application for advanced 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. Land levels change significantly beyond the redline boundary of the site across EQ.
- 1.9 The site is regarded as a highly sustainable location and is defined as a 'Highly Accessible Area' in the EDC's Sustainable Travel Strategy (STS). The Fastrack route is directly adjacent to the north boundary of the site with footpaths and cycle routes connecting through the site to the wider road and cycling network.

Proposal

- 1.10 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 143 dwellings and associated infrastructure.
- 1.11 The proposed development is for a medium density scheme, achieving 55 dph across both parcels of land. The scheme comprises a mix of apartments and houses as follows:

Table 1: Accommodation Schedule:

Dwelling Size	Apartments	Houses	TOTAL
1-bed	6	0	6
2-bed	34	5	39
3-bed	0	66	66

4-bed	0	32	32
TOTAL	40	103	143

1.12 The proposal consists of a mix of housing types and sizes: high density apartment blocks and terraced housing, medium density detached and semi-detached housing and flats over garages (FOGs). The proposal concentrates height and density along Fastrack and the Primary and Secondary Streets with landmark buildings at key gateway locations. Taller 4/5-storey apartment buildings bookend three-storey townhouses along Fastrack. Two-storey semi-detached houses form the linear row of high-density development along the Secondary Street that bisects the site north to south. A 4-storey apartment building is located in the south east corner of the site, next to the key southern road junction with 3-storey detached townhouses along the remainder of this Primary Street. These streets are defined by tighter urban forms that reinforce a strong sense of frontage and enclosure. The remainder of the development, comprises a mix of medium density 2- and 3-storey housing with a looser grain and less formal street frontage located at the centre of the development and adjoining public open spaces.

Image: Tenure Strategy Plan showing the mix of housing types and sizes



1.13 A proportion of affordable houses are proposed using a pepper-potted approach across the development. The total number of affordable units proposed is 36no., which amounts to 25% of the overall phase. Of these affordable units, 80% are to be shared ownership and 20% affordable rent. The proposed mix is as follows:

Table 2: Affordable Housing Provision Type & Tenure:

Dwelling Size/Type	Affordable Rent	Shared Ownership	TOTAL
1-bed flat	0	7	7
2-bed flat	0	19	19
2-bed house	6	0	6
3-bed house	1	3	4
4-bed house	0	0	0

TOTAL	7	29	36
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- 1.14 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
- 1.15 A strategy for public art has been identified in the AMP/ADC for Ashmere 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 g) schedule of open spaces, k) television receivers; l) signage and interpretation; and m) layout of community buildings, are also not relevant to this application. Limited details of '(h) External lighting (not street lighting)' have 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.
- 1.16 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.
- 1.17 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.

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 2 no. notices and publication in a local newspaper for the following reason(s):

- Major Development
- Wider Publicity

3.3 Site Notice expiry date: 11th February 2026

3.4 Press Notice expiry date: 13th February 2026

3.5 No letters of representation have been received regarding this application.

4.0 CONSULTATION RESPONSES

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

4.2 Kent County Council (KCC) Highways
Received 21.04.2026 – HOLDING OBJECTION

Following initial comments seeking further information, additional information was submitted by the applicant and KCC officers have confirmed that many of the previous issues have been suitably resolved (in relation to requested layout changes, access to

adjoining land, boundary treatments/vegetation within visibility splays, refuse tracking no longer overhanging tactile paving, cycle stores size and access, pedestrian crossing improvements, including 1no. additional pedestrian crossing point and tactile paving, hard surfacing materials at priority junctions) or can be subject to an appropriately worded planning condition as per the following:

- Vehicle Parking Provision – Changes to resident parking has generally alleviated previous issues but visitor parking is a concern. A Parking Management Plan condition is recommended.
- Cycle Parking – A planning condition is recommended to secure, covered cycle parking (1 space per bedroom, 5% adaptive cycles) prior to occupation.
- Electric Vehicle Charging – The EV Strategy is disappointing. EV charging should be provided in all parking court and on-street allocated spaces.
- Travel Plan - A Full Travel Plan condition is recommended to reduce car dependency. KCC have made suggestions for the contents, including objectives, modal-split targets, monitoring, and annual review for 5 years.

The main outstanding issues raised relate to visibility splays and vehicle tracking. Additional information has been provided by the applicant and is under consideration by KCC Highways but at the time of publishing this report the holding objection still stands. Comments in relation to the outstanding objection are as follows:

- Visibility Splays – Vehicle crossovers on the Secondary Street have a reduced sight stopping distance (SSD) of 23 metres which is not appropriate for 30mph speed limit, it should be 43 metres. Visibility splays for pedestrian crossings have not been provided. It is noted by KCC that there appears to be sufficient room to accommodate acceptable visibility splays.
- Vehicle Tracking – Plans showing the junction by Plots 55, 60, 61 and 73 and Fire Tracking Sheet 3 of 3 need to be provided.

EDC Officer Comment: These comments are discussed in more detail within the appraisal section below. Suitably worded planning conditions and informatives are recommended to secure details as requested and this advice has been shared with the applicant. Further feedback from Kent Highway's review of the latest additional information provided to address their outstanding objection will be reported as supplementary information, together with any associated conditions that might be required.

4.3 KCC Lead Local Flood Authority

Received 12.02.2026 – NO OBJECTION

As outlined in the Surface Water Drainage Technical Note by CTP Consulting Engineers, the surface water drainage requirements for parcels 12 and 13 are provided within the strategic drainage network for this part of the development (parcels ASV3, AS34 and AS36 within the approved Water Management Plan).

4.4 KCC Ecology

Received 25.02.2026 – NO OBJECTION.

Sufficient information has been provided to determine the planning application. The site is currently bare ground with limited potential to support protected species and the proposal will not result in the loss of land with ecological value.

The following ecological enhancements have been proposed within the site:

- Inclusion of Native species planting (including flowering lawn)
- 10 integrated bird boxes

- 5 black redstart boxes
- 15 integrated bat boxes
- 2 invertebrates towers
- 5 solitary bee bricks.
- Hedgehog highways

The Ecological Management and Enhancement Plan (EMEP) must be implemented as detailed. The lighting plan has confirmed that the lighting will be on a dimming regime and therefore will have reduced light spill over night. We are satisfied that no further information is required.

EDC Officer Comment: These comments are discussed within the appraisal section. Suitably worded planning conditions and informatives are proposed to secure the ecological enhancements, EMEP compliance and lighting.

4.5 Kent Fire and Rescue Service

Received 04.02.2026 – NO OBJECTION

All 3-fire tender tracking plans and the overall landscape masterplan have been reviewed and emergency service access throughout the site is suitable.

4.6 Kent Police Designing Out Crime Officer (DOCO)

Received 19.01.2026 – 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.

4.7 Southern Water

Received 03.02.2026 – NO OBJECTION

Confirm no objections to the approval of these reserved matters.

4.8 LPA Noise Consultant (Bureau Veritas)

Received 21.04.2026 – NO OBJECTION SUBJECT TO CONDITIONS

The Noise Assessment has addressed the main suggestions in the previous review. Additional information has been provided relating to policy and assessment criteria, overheating, sensitivity analysis and qualitative internal noise calculations.

The noise environment at the site is dominated by road traffic. The submitted Technical Note shows the noise impacts during overheating conditions and identifies the bedrooms that require mechanical ventilation or other active cooling. The updated ASHPs are quieter than those previously proposed.

There are no significant noise issues resulting from traffic or the adjacent pumping station on the proposed residential units subject to conditions relating to compliance with the mitigation measures set out in the Noise Assessment and Technical Note prior to occupation.

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

4.9 LPA Lighting Consultant (Bureau Veritas)

Received 17.02.2026 – 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 east of Ashmere, with apartment buildings to the north most likely to experience change.
- Results show that 49 of the 698 rooms were below the daylight guidelines, but all retain over 50% daylight across their floor area, indicating good overall access. The rooms that did not meet the criteria were mainly north facing and on the ground floor.
- For the proposed development, 93% of rooms comply with BRE daylight targets, with 100% of habitable rooms meeting the standard. Sunlight compliance is achieved in 99% of units; shortfalls are attributed to orientation and are not considered significant. Shared amenity spaces exceed BRE guidance, with 78% receiving two or more hours of sunlight on 21 March.
- Overall, the scheme demonstrates good daylight and sunlight performance and is considered acceptable.
- The comments note that there is no reference to existing or surrounding buildings in the report but this is because there are none.

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.
- There are no ecological species identified within the reviewed information, however, the proposed lighting strategy utilises 2700k LEDs for private lighting and 3000k- 4000k LEDs for adoptable lighting which is considered suitable if bats are present in the area.
- Lighting design includes 8m and 5m columns, 1.8m plaza wall fittings and 1m Teo 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, some facades may experience lux levels between 3 and 5 lux which is below the ILP pre-curfew criteria of 10 lux.
- Lighting on vegetation remains below 1 lux, and warm 4000K LEDs are specified, reducing potential ecological impacts. No significant environmental effects are anticipated.

EDC Officer Comment: The consultation response notes that there is no reference to existing or surrounding buildings in the report but this is because there are none. The only developments currently approved around the site are open spaces (MUP to the east and neighbourhood green to the south) and the Fastrack route. There are currently no approved buildings around the site. Any future developments will need to assess against this site if approved. An email from Bureau Veritas dated 26th February 2026 accepts this and confirms no further information is required.

4.10 Dartford Borough Council Housing

Received 10.02.2026 – No Objection

Following initial comments seeking amendments to the proposed tenure mix to provide more family houses rather than flats for affordable rented accommodation, DBC have confirmed that they are happy with the updated affordable housing schedule which increased the number of 2 and 3-bed houses instead of 1 and 2-bed flats for affordable rent. There is a need for all sizes of units on the housing register but the greatest need is shown in 1, 2 and 3 bedroom dwellings and less need for 4+ bedroom dwellings.

EDC Officer Comment: Although the tenure mix of affordable housing is not proportionate to the overall housing mix it is accepted that there is a significant need for 1 and 2 bedroom properties as well as 3-bedroom housing.

4.11 The following organisations and local ward councillors were consulted on the application but provided no comments:

- Cllrs Victoria Akintomide-Akinwamide, Jonathon S Hawkes & Danny Nicklen
- Bean Residents Association
- Bean Parish Council

5.0 PLANNING POLICY

National Policy

- National Planning Policy Framework December 2024 (February 2025 update) (NPPF)

The Government launched a consultation on a revised draft of the National Planning Policy Framework (NPPF) on 16th December 2025 that closed on 10th March 2026. The draft introduced a fundamentally new structure, replacing numbered paragraphs with local plan-style policies. Key changes included the reintroduction of strategic planning through Spatial Development Strategies, an expanded presumption in favour of sustainable development, and measures to support SME developers. It also reflects recent legislative changes, and adds a new chapter on clean energy and water to align with the Government's Clean Power by 2030 ambitions. While the draft (consultation version) NPPF represents a significant overhaul rather than a simple refresh and is indicative of the future direction of national planning policy, until a formally updated version is published in due course, it carries limited weight in the determination of this application. For the avoidance of doubt, the current NPPF (dated December 2024 as updated in February 2025) remains a material consideration in the determination of this application.

The Dartford Plan ('DP') (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

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

National Guidance

- Planning Practice Guidance (PPG)
- National Design Guide
- Technical Housing Standards – Nationally Described Space Standards (2015)

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 Character 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)
- Building for a Healthy Life 2020
- Professional Practice Guidance on Planning & Noise New Residential Development May 2017 (ProPG)

6.0 PLANNING APPRAISAL

6.1 The main issues to be considered in connection with this proposal are:

- The principle of development
- Reserved Matters (access, appearance, landscaping, layout and scale)
- Highways matters
- Lighting
- Housing standards including amenity
- Affordable housing delivery
- Parking and cycle provision
- Sustainability; and

- Ecology

6.2 Intrinsic to the assessment of these issues is whether the proposal complies with local and national policy and the overarching aims of the suite of documents secured under the outline permission, notably the Area Master Plan and Design Code (AMP/DC).

Principle of Development

6.3 The Government is committed to significantly boosting the supply of housing and the delivery of a wide choice of high-quality homes to ensure development meets the 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.

6.4 Outline planning permission (OPP) has already been secured for the whole of EQ. Its 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, Biodiversity Action Plan (BAP).

6.5 The principle of residential development at this site has therefore been established by the OPP and the number of units within Ashmere 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 Ashmere 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, as examined below.

Reserved Matter – Access (including Highways)

6.6 Matters relating to ‘access’ include consideration of the accessibility to and within the site for vehicles, cycles, and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Matters relating to parking provision will be considered separately under the Proposed Parking section below.

6.7 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. 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.

- 6.8 Broad locations and principles for connections and road corridors within EQ were established under the OPP, particularly in the Transport Strategy and the Site-wide masterplan. Access to the site has therefore been secured by high level documents and the proposal complies with these. As such, the application site fits well into the wider road, pedestrian and cycle network and public transport corridor since this has been planned strategically.
- 6.9 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 Alkerden 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.
- 6.10 The proposed phasing for Ashmere is broadly to build from 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 forward 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 Ashmere, Alkerden and Castle Hill.
- 6.11 Access to the site is clear, inclusive and well-connected responding to the movement network and local street hierarchy. The primary vehicle access to the application site is from the southern Primary Street that runs east to west through the village along the southernmost boundary of the site. This road links to the site via a 4-way junction (details of which are currently under consideration under application EDC/24/0141) to the north-south Secondary Street, that runs through the middle of the site connecting in turn to internal roads within the layout.
- 6.12 In accordance with the general provisions of the EQ outline planning permission and wider transport principles, no private vehicle access is permitted along the Fastrack

route, which remains dedicated to bus and active travel routes. In accordance with these principles, the layout of this application ensures strong connections for pedestrians and cyclists along this transport corridor.

- 6.13 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 site with the adjacent Major Urban Park and masterplanned neighbourhood green and beyond to other residential parcels, 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.
- 6.14 It should be noted that the strategy for highway adoption for the application site aligns with previous phases, in that only primary and Secondary Streets will be offered to KCC Highways for adoption. The only street for adoption that falls within the application site is the north-south Secondary Street, all other residential roads and spaces will remain unadopted and be managed by a private management company. The highways plans and supporting documents have been reviewed by KCC Highways Officers and at the time of publishing this report there were outstanding issues with visibility splays for priority junctions in the Secondary Street because the sight stopping distance (SSD) was not sufficient for a 30mph road. The Highways Officer noted that given the proposed site layout, the required SSD for these crossovers was likely to be achievable. Updated visibility splay details for the Secondary Street have been provided and forwarded to the Highways Officer for consideration. Concerns were also raised because visibility splays had not been provided for pedestrian crossing points across the site. Additional pedestrian crossing visibility splay details have also been provided and forwarded to the Highways Officer for consideration. Highways Officer comments received between publication and the committee meeting will be reported as supplementary information.
- 6.15 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. 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, and at the time of writing the report there was an outstanding issue with refuse and fire vehicle tracking due to missing details. These missing plans have now been provided by the applicant and forwarded to the Highways Officer for consideration. Their comments will be reported as supplementary information.
- 6.16 Emergency fire access has 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. The layout has been reviewed by Kent Fire and Rescue Service and the emergency access is considered to be suitable. 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.

- 6.17 Additional information and a number of amendments have been made through the course of the application to address concerns raised by KCC Highways Officers. KCC Highways have requested a number of planning conditions related to the provision of car parking, visibility splays, parking management, electric vehicle charging, cycle storage facilities, and the submission and implementation of a Full Residential Travel Plan that are recommended for inclusion should approval be granted. However, at the time of writing this report their holding objection has not been removed. As set out above, additional plans have been provided to address concerns relating to visibility splays and vehicle tracking and their comments will be reported separately.
- 6.18 Overall, the proposal demonstrates that Access to and within the site for all forms of traffic – private vehicle, cycle, pedestrian and public transport - is well integrated with the wider highway network, and routes are clear, legible and follow the principles set out within the AMP/ADC. Notwithstanding comments awaited from Kent Highways, the proposal sets out good urban design principles. Access to the site ensures functional vehicular routes while maintaining pedestrian and cycle priority through shared surfaces, raised tables and direct connections to green spaces and the Fastrack corridor. Combined with step-free routes and strong links to public transport, the scheme delivers a clear and legible network that meets the provisions of the AMP/DC creating a connected and walkable neighbourhood.

Reserved Matter – Layout

- 6.19 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.
- 6.20 The provision of a successful layout is intrinsic to good design which is at the heart of the NPPF core planning principles (paragraph 131, 2024). Policy M1 (Good Design for Dartford) of the DP at part 1.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 1.d. seeks development to provide permeability through clear pedestrian and cycle linkages, active frontages, and a fine grain mix of buildings and spaces. Part 3 of the policy provides that the density of development should be determined through a design-led process responding to the site's built, landscape, and heritage context, and that development must follow local design guidance or masterplans, ensuring it fits its urban or rural surroundings. 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.
- 6.21 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.
- 6.22 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 they are treated as key placemaking elements providing different levels of activation along the frontages and sense of

enclosure. The location of Primary, Secondary and Tertiary Streets, 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 embed strong principles of good urban design.

Image: Extract from the Design and Access Statement - Site Layout Strategy showing location of Parcels 12 & 13:



- 6.23 The proposed layout brings together the design concepts set out in the AMP/ADC, working with proposed connection points to the adjoining landscape and movement networks. It creates a clear and cohesive network of streets and spaces that are well enclosed by built form and legible in their hierarchy. The masterplan is based on a grid-style street layout and follows the proposed block layout for Ashmere, driven primarily by landscape and sustainable movement corridors.
- 6.24 The Secondary Street provides a clear north–south route while a series of smaller Tertiary Streets and laneways and footpaths within the parcels create a legible network of streets and buildings and create framed vistas toward the masterplanned Neighbourhood Green and MUP. There are strong north-south and east-west links for vehicles, pedestrians, and cyclists. The Fastrack corridor, just north of the site, provides excellent bus access to Bluewater via a proposed tunnel, along with cycle and pedestrian paths. The layout prioritises connectivity, legibility, and the pedestrian experience through a permeable grid-style street network. The hierarchy of streets 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.
- 6.25 The layout is defined by its relationship to key open spaces within the wider EQ masterplan. The neighbourhood green sits south of Parcel 13 whilst the major urban

park lies directly east of Parcel 12, and the street layouts have considered the access points to these green spaces to allow for direct access and sight lines. The layout responds to this context by orienting homes, so they front key routes and open spaces, also enhancing passive surveillance. Smaller communal gardens and nodal spaces between apartment blocks enhance opportunities for social interaction and soften the urban form. The streets have been aligned with existing crossings and connections providing residents with immediate access to nearby open spaces, views are also created into the spaces particularly to the major urban park.

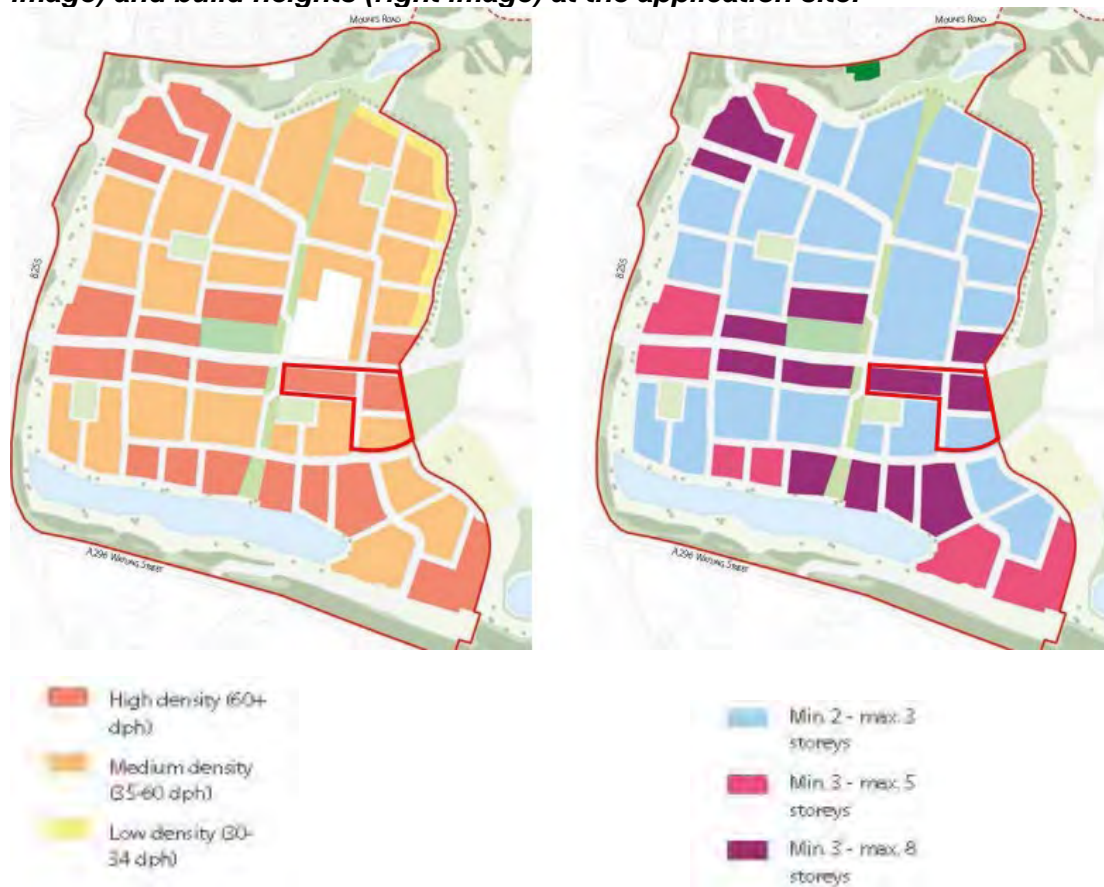
- 6.26 In between the parcels, a Secondary Street runs north to south, which is masterplanned to connect parcels in northern Ashmere down to a Primary Street to the south. Throughout the parcels, vehicular connection is created with the network of Tertiary Streets and laneways connecting the Secondary Street to the parking courts. Pedestrianised streets, shared surfaces and smaller scaled footpaths have been created allowing good levels of pedestrian permeability throughout.
- 6.27 Parking has been broken into smaller parking courts or integrated within street-based solutions to avoid dominating views or disrupting the building rhythm. Flats above garages (FOGs) have been integrated to break up the parking courts, reduce the car dominance of the space and allow the space to feel more like a street. To further strengthen this, brick walls are proposed to boundaries where private tandem parking meets parking court spaces. This will help to conceal more parked cars and reduce the visual impact of the cars. Other streets are designed to be shared surfaces to create a less car-centric movement network.
- 6.28 Overall, the proposed layout is considered to be well developed, follows principles to create a safe and secure environment, with the orientation of buildings providing active surveillance onto streets and open spaces, complying with all the necessary AMP/ADC principles.

Reserved Matters - Scale

- 6.29 Consideration of scale relates to the height, width and length of each building proposed within the development in relation to its surroundings.
- 6.30 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 (among other matters) 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.
- 6.31 The AMP/DC designates Parcel 12 of the application site 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 southern section. The AMP/DC designates Parcel 13 as high density (60+dph). This is shown by the image below on the left. Additionally, the image on the right shows the building heights, where the higher density parts of the site should deliver buildings with a minimum of three

storeys and a maximum of eight storeys. Meanwhile, the remaining built form should be limited to a minimum of two storeys and a maximum of three storeys.

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



- 6.32 Density has been distributed in accordance with the approved parameters, achieving over 60 dwellings per hectare (dph) in Parcel 13 and the northern section of Parcel 12 and between 35 and 60 dph in the southern section of Parcel 12, resulting in an overall site density of approximately 55 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.
- 6.33 The proposal concentrates height and density along the Fastrack route but also introduces taller elements along the Primary and Secondary Streets. These urban streets are defined by denser, tighter urban forms with a strong sense of frontage and enclosure. This ensures that the outward facing elements of the site are higher density. Towards the centre of each parcel, the built form transitions into a looser, medium-density grain. This shift introduces greater permeability, and opportunities for pedestrian focused routes and looser housing typologies. The scale and massing also reflect the different character areas and the transition between them.
- 6.34 Along the Fastrack route, the built form comprises substantial terraces of 3-storey townhouses that are bookended with taller 4/5 storey apartment buildings to create a strong urban frontage and sense of enclosure with intermittent breaks in the built form to allow for permeability through the site. The Secondary Street has a tight urban grain of closely located 2.5-storey semi-detached houses with twin front gables to create a sense of scale that replicates the settlement edge. At the southern end of the Secondary Street there is a 3/4-storey apartment building located at the junction with

the southern Primary Street. This apartment building responds to its corner plot with a 3-storey façade that relates to the Secondary Street and 4-storey façade that relates to the Primary Street. It also acts as a landmark, wayfinding block at the southern gateway into the site. The remainder of the Primary Street has 3-storey detached townhouses with asymmetric pitched roofs that give the impression of increased height.

- 6.35 Large, wide 3-storey semi-detached houses frame the edges of the Major Urban Park, reinforcing its sense of openness and scale. Meanwhile, the mews houses within the central Tertiary Streets are positioned to generate a more intimate scale around shared spaces that is reflective of the street hierarchy. The 2-storey mews houses within Parcel 13 have flat roofs and a lower massing to create a domestic scale while still reflecting the Georgian character of the settlement edge. The 2-storey mews detached and semi detached houses within Parcel 12 have lower pitched roofs designed to look like small scale structures in the cement-making process to reflect the industrial heritage.
- 6.36 By concentrating height and density where greater enclosure and urban character are appropriate, and reducing scale towards the edges of the development, it is considered that the scheme achieves an acceptable relationship with the proposed surrounding Ashmere 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 into open spaces, and creates a distinctive neighbourhood.
- 6.37 Overall, the proposed scale of the development and of the individual buildings is consistent with the parameters set out in the AMP/ADC and has been deployed in keeping with good urban design principals, creating a visually attractive, high quality, and well-functioning scale of development.

Reserved Matters - Appearance

- 6.38 Matters of appearance refer to a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 6.39 The NPPF (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 –

- 6.40 The AMP/ADC establishes a clear design narrative for Ashmere 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.
- 6.41 The applicants have developed a design narrative expressed through three distinct character areas – Settlement Centre (Ashmere Green), Settlement Edge (Urban Ashmere) and Industrial Heritage, as set out in the AMP/ADC. These character areas draw inspiration from local vernacular and industrial heritage while adopting a contemporary interpretation which provides a rich variety to the appearance of the development. 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.

Image: Extract of Character Areas from Design and Access Statement:



- 6.42 Parcel 12 is located at the edge of the settlement and falls predominantly under the Industrial Heritage character area. This character area draws inspiration from the structured industrial architecture of the chalk and cement factories surrounding the

site, expressed through the use of more angular and regimented, larger industrial built forms, particularly in shaping the key frontages along the Fastrack. These robust forms provide a strong architectural presence, grounding the character area in its industrial heritage. The Fastrack dwellings introduce asymmetric roof forms and darker industrial features as defining features providing prominence and variation. This reflects historical industrial architecture where asymmetric roof forms often accommodated machinery layouts. This is continued on the apartment block at the eastern end of Fastrack and dark vertical cladding to emphasise the industrial identity and contrast sharply with the light grey brick base. The balcony bays on the apartment block draw inspiration from cement hoppers with industrial elements such as exposed structures and steel connections. The vertical expression references the metal sheeting whilst the horizontal linear expression references concrete planks traditionally used to construct industrial façades. This horizontality is expressed through detailing at ground floor level. There is also a continuous base that undulates in height across the character area. The dwellings along the edge of the Major Urban Park are inspired by warehouse structures with larger scale and wide span roof forms and contrasting darker materials.

- 6.43 Parcel 13 is located close to the heart of the Settlement Centre and falls predominantly under this character area. This character area is influenced by more formal, Georgian architecture and higher density neighbourhoods. The proposed architectural articulation draws reference from the historic vernacular with a modern expression of a High Street along Fastrack, with more domestic mews streets to the rear. The character areas are unified by the application of coherent detailing that spans across the parcel and draws inspiration from Georgian architecture in its formality, vertical emphasis, feature window detailing and entrance prominence. The Fastrack terraced dwellings have a continuous flat roof profile and strong, repetitive rhythm with a continuous base expressed at ground floor level. Details such as brick quoins giving vertical delineation and parapets add texture and a sense of craftsmanship. The vertical narrative continues in the apartment block at the western end of Fastrack, demonstrated by the prominent massing of the balconies and light grey brick materiality against the buff brick base colour. The light grey base connects across both the terraces and the apartment block and ascends above the communal entrance to highlight its location. The white brick central recess to the apartment block further accentuates the entrance. The tall brick balcony bay reinforces the vertical rhythm of the streetscene and functions as an important wayfinding building in Ashmere. The continuous light grey base to the terraces is interrupted by the taller massing of the private entrance porches. The design offers a contemporary reinterpretation of the traditional Georgian porch, utilising light grey brick piers and a prominently proportioned canopy.
- 6.44 The Secondary Street that bisects both parcels falls within the Settlement Edge character area. This character area bridges the transition between the other character areas taking inspiration from urban walls at the edge of historic settlements with clearly structured, defined, orthogonal form. The Settlement Edge is distinguished by a continuous light grey wall that draws on the material and architectural language of Roman settlement walls. This is created through the use of light grey brick base to the semi-detached dwellings with boundary walls in the same material between them. The dwellings along the Secondary Street are all twin gable semi-detached houses with alternating buff and grey brick horizontal layering and a light grey soldier course above the grey plinth to create the visual and structural rhythm of a Roman wall with the exception of two gateway buildings at the MUP link street that will be solely light grey brick. The architectural details, roof form and materials on the Secondary Street dwellings are reflected in the buildings fronting Fastrack at the northern end of this street to give the appearance of a marker gatehouse.

Materials -

- 6.45 Across all character areas, the material palette has been designed to ensure cohesion while recognising local identity. The Settlement Centre has a light grey base with buff brick applied with varying height and detailing, grey and neutral tones reflect the traditional stone and masonry materials of the Settlement Edge, with a wider variety of materials are used across the Industrial Heritage area. The predominant usage of buff brick along the Primary Street and the centre of the character area draws from the neutral tonality of the finish product of the cement works and the raw material. Darker industrial elements such as dark red and dark grey brick and dark weatherboard are used as contrasting features to enhance the industrial architectural identity.
- 6.46 The selected materials are well used to create rich visual detailing on all buildings. The range of architectural detailing including (but not limited to):
- Dark cladding in both horizontal and vertical orientations
 - Various projecting and recessed brickwork, including parapets, soldier coursing, quoins, rustication, zip and corbelling details, and window detailing
 - Variations in mortar colours
 - Stone banding
 - Entrance canopies with brick piers
 - Balconies
- 6.47 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 recommended planning conditions would secure the final location of utilities and the appearance within the facades. Conditions requiring detailed architectural drawings and samples of material finishes for all relevant external facing materials are recommended with relevant updates and preferred materials confirmed.

Lighting -

- 6.48 Details of street lighting have been provided for both streets to be adopted and those to be retained in private ownership. The lighting design was prepared in accordance with the appropriate British standards and in accordance with Kent County Council's (KCC) requirements for lighting and biodiversity. The design includes 8 metre CU Phosco and 5 metre Stelium lighting columns, 1.8 metre integrated wall lighting and 1.2 metre Teo bollard lighting fitted with LED luminaires, which minimise upward light spill and sky glow, reflecting best practice. There are no protected species identified within the application site, however, the proposed lighting strategy utilises 2700k LEDs for private lighting and 3000k-4000k LEDs for adoptable lighting which is considered suitable if bats are present in the area.
- 6.49 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 P3 for private roads are appropriate and meet required standards. According to the private and adoptable lighting contours, some facades may experience lux levels between 3 and 5 lux which is below the Institute of Lighting Professional (ILP) pre-curfew criteria of 10 lux, as such the adoptable and private lighting has met the appropriate lux levels to avoid issues of light pollution or disturbance to the nearest sensitive receptor.

- 6.50 The lighting specification states that all lighting will operate in compliance with KCC Highways dimming regime, which 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. This will be secured by condition.
- 6.51 The lighting strategy demonstrates compliance with technical standards and environmental considerations, supporting the scheme as acceptable in planning terms. The lighting details have been reviewed by KCC Highways officers, EDC's lighting consultant and the KCC Ecologist, who are all satisfied that the lux levels are acceptable and no significant effects on surrounding residential receptors or wildlife are anticipated.
- 6.52 In terms of visual appearance, the lighting equipment is discreet and functional, ensuring safety without detracting from architectural character. However, the lighting in parking areas shows that some spaces will be poorly lit. Additional lighting details are required to ensure that these spaces provide sufficient lighting to make them more attractive, safe, and usable, reducing risk of anti-social behaviour. It is also noted that the lighting specification shows the finish as galvanised steel, which is not the preferred aesthetic standard for lighting columns, with others within Ashmere provided with a powder coated finish. As such, the final design of lighting should be secured by condition.

Summary

- 6.53 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

- 6.54 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.
- 6.55 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.

- 6.56 The AMP/ADC identifies that the design of Ashmere village will be 'landscape-led' 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.
- 6.57 The landscape proposals have been shaped to reflect the development's different character areas with structured, formal landscaping and tree planting in the Settlement Centre and looser, more informal planting in the Industrial Heritage area. The aim is to create a series of interconnected, layered landscaped areas that flow through the site from the urban centre to the adjacent open spaces that soften the buildings, support biodiversity, provide attractive, usable spaces for residents and encourage walking.
- 6.58 The Settlement Centre provides pedestrian connections, social spaces and car parking that are all landscaped to improve the user experience. Hedgerow planting along the Fastrack frontage creates a green boundary to this linear movement route. The north-south pedestrian routes between Fastrack and the masterplanned neighbourhood green are designed as green links with playful patterned paving, regular tree planting and a mix of herbaceous, shrub and ornamental planting to add interest and formality, as well as seating to allow the opportunity to stop and rest. Behind apartment block 2 is communal garden space with small play on the way features and picnic bench with hedgerow planting being used to create a sense of enclosure and separation from the car parking. There is also a landscape node with fruiting trees provides the opportunity to forage or pick food. Landscaping has been used in the central mews street to create traffic calming and create an environment with pedestrian priority.
- 6.59 Tree planting is used between parking bays throughout the site to help break up the hard landscape in accordance with the EDC Public Realm Strategy. It is noted that planting adjacent to the pumping station (to the south west corner outside the application site) is restricted due to the presence of underground storage tanks but the proposed walled enclosure will be screened with planting where possible using raised planting boxes. There are larger trees proposed along the Tertiary Street adjacent to the neighbourhood green to separate on street parking bays, improve the overall streetscene and direct pedestrians to crossing points to the open space.
- 6.60 The Secondary Street at the Settlement Edge provides the formal movement corridor through the site and this is reflected in the landscaping. The design provides 3m tree verges and footpaths either side of the road, with formal avenue planting of medium to large street trees in line with the AMP. Front gardens have formal hedge planting to enhance ground floor privacy.
- 6.61 The Industrial Heritage area landscaping design is intrinsically linked with the Major Urban Park to the east of the site. There is an east-west link to the Major Urban Park through Parcel 12 that has been designed with asymmetrical forms in order to expand and contract in line with the functionality that occurs here. Footpaths and planting beds within this green link reflect the language of Major Urban Park and create large planting beds for urban street tree planting between buildings whilst preventing vehicular movement. Informal planting accentuated with small groups of specimen shrub planting, which consists of a number of flowering species to add seasonal interest and tie into the Chalk and Blossom concept in the Major Urban Park. Seating will be provided along this route. Behind apartment block 1 is a semi-private shared social space with informal seating and play features partially enclosed by planting next to the

pedestrian routes to Fastrack and the Major Urban Park. Views into car park, from the Major Urban Park are screened with hedgerows and tree planting.

- 6.62 The Park Edge landscape has been designed to reflect the Major Urban Park, reduce traffic speeds and create a pedestrian friendly 'Lane' that assimilates into the surrounding landscape with an asymmetrical form and informal, looser character. Landscaped buffers are provided in front of houses facing the Major Urban Park and have low ground cover and specimen shrub planting to provide softening and some privacy to the building frontage. The Primary Street has a multi layered planting edge to provide a strong green boundary along this interface with a mix of grass, ground cover planting, medium bushy hedges and taller hedges, including flowering species, as well as specimen tree planting between dwellings to add formality and softness to the street scene.
- 6.63 The planting palette of the urban area will contain more ornamental, vibrant planting palettes and formal form to the tree planting, using bold colours and vibrancy to reflect a formal and ornamental character. The hard landscape palette is predominantly silver/grey hues with dark accents and light cream granite decorative flag paving along the main pedestrian routes. Asphalt will be used on the carriageway of primary vehicle routes and charcoal paving in parking bays site wide. Street furniture would be predominantly steel based product. The planting palette of the industrial heritage area has a naturalistic, semi native character with blossoming flowers flowing into the development from the park, with planting emulating naturalistic regeneration in a more muted silver and pink colour palette. The hard landscape palette is predominantly grey hues with decorative concrete paving laid stretcher bond in pedestrian footpaths. Street furniture would be predominantly timber products with elements of precast concrete.
- 6.64 Green infrastructure runs throughout the site, with tree-lined streets, amenity grass areas and a range of ecological enhancements, including bat and bird boxes, bee bricks and hedgehog highways, 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.
- 6.65 The landscape layout works well creating green links through the site along pedestrian connections with tree coverage maximised. There is a high degree of tree coverage across the scheme 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 should be secured by condition to ensure trees are not lost at the detailed design stage due to conflicts with underground services.

Image: Illustrative Landscape Masterplan



- 6.66 The Illustrative Landscape Masterplan provides all the necessary high-level landscape information and appears well coordinated with the adjoining approved Major Urban Park, using the same landscape consultant for continuity. 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 to the pedestrian connection 'green links' and specifications for street furniture and play equipment are to be secured by planning condition. There are some additional changes recommended that have been incorporated into these planning conditions.. This includes re-introducing planting to the area around Block 2 to improve this frontage along the southern junction.
- 6.67 The proposed development has used a range of approaches to boundaries and levels of enclosure that respond to the different character areas and hierarchy of streets in which dwellings sit upon. 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. Details of boundary treatments are required to be secured by condition in order to provide a robust, high quality and attractive setting in accordance with EDC guidance and additional security in accordance with Secured by Design principles.
- 6.68 Condition 65 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'.
- 6.69 Overall, the proposal is considered to present an effective and high quality landscaping scheme, which accords with the details set out in the AMP/ADC.

Housing Mix - including Accessibility & Housing Standards

- 6.70 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.
- 6.71 The proposed housing mix is shown below:

Table 3: Proposed Housing Mix:

Dwelling Size	Apartments	Houses	TOTAL
1-bed	6	0	6
2-bed	34	5	39
3-bed	0	66	66
4-bed	0	32	32
TOTAL	40	103	143

- 6.72 The proposed housing mix as detailed above, is acceptable since the majority of homes would have 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 72% houses and 28% 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.
- 6.73 The Dartford Borough Council Housing Officer has advised in relation to Affordable Rented (AR) housing and local need that there is a need for larger family homes, specifically houses rather than flats, and the applicant has suitably responded to the officer's requests and updated the AR mix. The Registered Provider for the site, Orbit 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 later in the report.

Accessibility -

- 6.74 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.
- 6.75 92% dwellings in the proposed scheme meet the M4(2) requirements: Accessible and Adaptable Dwellings, as such the scheme is compliant in this respect, exceeding minimum planning requirements. The 8% of homes not meeting Part M4(2) standards are the Flats Over Garages (FOGs) and Block 1 flats above ground floor due to dwellings requiring stepped access. All remaining homes across the scheme achieve Part M4(2), this exceeds the minimum policy requirement.

- 6.76 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 92% 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.
- 6.77 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 –

- 6.78 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-amble 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*'.
- 6.79 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.
- 6.80 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.
- 6.81 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 and can provide suitable workspaces to allow working from home.
- 6.82 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 of the apartments (96%) benefit from a dual aspect, with openable windows on two or more walls. This is considered to be acceptable for housing standards and is policy compliant.

- 6.83 The development is supported by an Internal Daylight & Sunlight Report which comprises a detailed assessment of daylight, sunlight and overshadowing. The assessment demonstrates that the proposed development achieves high compliance with BRE guidance, with 93% of all habitable rooms meeting daylight targets and 99% of all dwellings meeting sunlight standards. Minor shortfalls are marginal and attributed to orientation, this is not considered significant enough 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.
- 6.84 In relation to a quiet living environment for future occupiers, EDC's noise consultant has reviewed the submitted Noise Assessment 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 the adjoining pumping station.
- 6.85 The submitted Noise Assessment identifies the site as falling within a low to medium risk category for residential use under ProPG (Professional Practice Guidance on Planning & Noise New Residential Development). Baseline and predicted noise levels show that noise levels are highest at Block 3 (in the northwest corner of the site) and along the Primary Street. Internal noise levels only exceed acceptable levels on a small number of bedrooms in Block 3, however, the assessment confirms that with appropriate design measures the scheme can achieve the required internal noise standards and deliver acceptable amenity. Internal noise within the affected facades of Block 3 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.
- 6.86 Those residential units identified that have noise levels that exceed the Part O requirement for allowing windows to be open overnight are at risk of overheating without appropriate mitigation. Most dwellings can use passive design measures to avoid overheating but where there are acoustic constraints enhanced extract ventilation is required. Subject to appropriate mitigation all apartments can achieve suitable thermal comfort and internal noise levels for 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 do not cause unacceptable noise.
- 6.87 External amenity areas have been reviewed against BS8233 guidance. The ProPG May 2017 document confirms that noise impacts on external amenity areas should ideally not be above the 50 – 55 dB range. External noise levels in the majority of private gardens will meet the guidance criteria with the exception of 6 dwellings along

the Primary Street to the south of parcel 12 that exceed this by 1-2dB, which is considered to be minimal. External noise levels at balconies and communal gardens fall within the 53 – 61 dB range. Balconies on lower levels on screened facades will meet the criteria. The balconies at upper levels on screened facades will either meet or marginally exceed acceptable external noise levels but the balconies located on the primary access road may exceed the criteria by up to 6 dB. 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 that is nearby. 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.

- 6.88 The use of air source heat pumps (ASHP) is proposed to serve all dwellings across the site, which can increase noise impacts primarily through external units operating cumulatively at high capacity. As such, cumulative noise levels from ASHP have been assessed. The Noise Assessment shows that the cumulative noise from units will meet Chartered Institute of Environmental Health (CIEH) and Institute of Acoustics (IoA) criteria. The proposed ASHP specification has been provided and is accepted as one of the quietest models on the market. There will be no adverse impact associated with the operation of the proposed ASHPs.
- 6.89 The noise levels from the pumping station have been assessed and found to well below background noise levels, as such this will not have an impact on the closest residential units.
- 6.90 EDC's noise consultant has reviewed the development proposals and the noise assessment and has recommended planning conditions be imposed requiring compliance with the mitigation measures set out in the Noise Assessment and Technical Note, details of mechanical ventilation and restricting the noise levels of the ASHP (which can be achieving using the proposed model).
- 6.91 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

- 6.92 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.
- 6.93 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. The AMP/ADC identifies that the split should be 80% shared ownership and 20% affordable rent, which reflects the requirements as set out in the S106.

- 6.94 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 Ashmere and Alkerden (combined) against occupation of the market housing (provision of 25% affordable at 25% occupation of market units; 50% affordable at 50% market units; 75% affordable at 75% market units; and 100% affordable at 80% market units).
- 6.95 RMAs have been approved for several parcels across Ashmere 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.
- 6.96 The S106 identifies that affordable housing must achieve an Optimum Tenure Mix (OTM) of 5% affordable rent and 20% intermediate housing. 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 Ashmere 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.
- 6.97 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.
- 6.98 The proposed affordable housing mix (excluding tenure) provides a range of unit sizes, as shown in the table below:

Table 4: Affordable Housing Type/Size Compared to Total Housing/Market Mix:

Dwelling Size/Type	Proposed Affordable Housing	Proposed Affordable Rent	Proposed Shared Ownership	Private
1 Bed (apartment)	6	0	6	0
2 Bed (apartment)	22	2	20	12
2 Bed (house)	4	4	0	1
3 Bed (house)	4	1	3	62
4 Bed (house)	0	0	0	32
Total	36	7	29	107
Percentage of the total number of proposed houses	25%	5%	20%	75%

- 6.99 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 the Housing Officer at Dartford Borough Council.

- 6.100 The DBC Housing Officer advised that they currently have 320 people requiring a 1–bed unit, 318 people requiring 2-bed units, 394 families requiring 3-bed, 89 families requiring 4-bed units and 8 families requiring 5-bed units. The housing list shows a need for properties of all sizes, with the greatest demand for 3-bedroom houses, but a demonstrable need for smaller properties. It was noted that the demand for larger properties was significantly higher than the supply of properties and larger family homes had the longest waiting times on the housing list.
- 6.101 The applicant has amended their affordable housing tenure mix since submission following discussions with the DBC Housing Officer and the proposed Registered Provider, Orbit. In response, the applicant has recalibrated the affordable housing to include 4no. additional 2-bed dwellings and 1no. additional 3-bed dwelling at the affordable rent level from 1-bed flats. This was a welcome addition to the scheme. The affordable rent mix is considered to reflect local need and fulfils the S106 requirement.
- 6.102 Regarding shared ownership units, 26no. 1/2-bed apartments and 3no. 3-bed houses are proposed. Only 3 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, it is considered that the shared ownership provision is acceptable.
- 6.103 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*'.
- 6.104 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. The affordable housing units are pepper potted across the site, with both affordable rented and shared ownership units in both parcels, as shown in the below image.

Image: Tenure Plan



Highways and Parking

- 6.105 The 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).
- 6.106 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. The provision of a travel plan to be submitted with

reserved matters submissions is identified under the EQ Transport Strategy, secured as part of the suite of documents under the outline planning permission and has been provided by the applicant in this instance.

- 6.107 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.
- 6.108 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.
- 6.109 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 runs immediately to the north of this site and improve connectivity for existing and future occupiers.
- 6.110 The Fastrack service recently started to run through the site to Bluewater in September 2025, albeit routing through Ashmere Phases 1 and 2, rather than the Bluewater Tunnel on which construction has just started and is anticipated for completion in 2027. Additionally, there is a DRT (Demand Responsive Transport) bus service serving Ashmere. Additional approved features such as car clubs and dedicated cycle tracks would all support the more ambitious approach in the STS.

Proposed Parking -

- 6.111 The proposed 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 predominantly provided by on-plot tandem spaces for dwellings fronting roads, or on-street provision for terraced houses, with the exception of the Fastrack corridor where direct vehicular access is prohibited. Parking for the Fastrack houses is provided in rear parking courts with pedestrian access to the rear gardens of these properties. Terraced houses within the mews street in the centre of Parcel 13 would utilise forecourt parking. Parking for the apartments is provided within parking courts. Visitor parking is provided on street. There is 1no. car club space proposed on the street

adjacent to the neighbourhood green. Overall, a pragmatic approach has been to deliver parking that is consistent with the desired character and design features.

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

Table 5 : Parking and Cycle Provision Numbers:

Type	STS Requirements – Highly Accessible Area	PMP Requirements	No. Spaces Proposed
Residential:			
1 & 2-bed flats	from 0 to 32	40	33
2-bed houses	from 0 to 5	5	5
3-bed houses/flats	from 0 to 79	99	66
4-bed houses	from 0 to 42	64	32
	Total = 0 to 239	Total = 208	Total = 136*
Visitor	20% of total = 0 to 28	2 spaces per 10 homes = 29	= 17
Van	Non-applicable	1 space per 20 homes = 11	= 0
Car Club	2 per 200 - 143 units = 1	= 1	= 1
Total Parking	= 1 to 268	= 249	= 153*
Cycle provision	1 space per bedroom = 410	1 space per bedroom = 410	= 415 (5 visitor)
Motorcycle	Non-applicable	= 4	= 0

* Excludes 29no. 2nd tandem spaces provided for on plot.

6.113 In total, including secondary tandem parking spaces, 165no. residential parking spaces are provided on the site, together with 17no. unallocated visitor parking spaces, and 1no. parking space for the car club. Equating to a total of 182no. parking spaces overall.

6.114 The total parking numbers proposed are below the upper limit of the STS target by 115no. parking spaces, due to a high provision of on-plot tandem spaces for houses. The STS does allow for second parking spaces to be provided through a tandem layout and recognises 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. This would bring the total parking numbers proposed to 98no. parking spaces below the upper limit. Regardless of the tandem parking, the proposed parking level is in accordance with the STS.

6.115 In respect of the PMP parking requirement, the proposed development provides 79no. parking spaces fewer than the PMP standards and as such the proposal does not wholly accord with the parking principles within the AMP. It is noted that Fastrack runs immediately to the north of the site and is now operational, which is intended to support a modal shift away from private vehicles.

6.116 11no. on-street visitor parking spaces – are shown distributed across the site. While this is 3 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 11no. visitor parking spaces is not high for a development of this size, on balance, this number is considered to be sufficient and is

accepted. Although a more even distribution of visitor parking spaces would have been desirable, visitor parking is located on streets, in visible locations, close to the neighbourhood green and Major Urban Park, as well as the apartment blocks that do not benefit from their own parking space.

- 6.117 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 is supported by KCC Highways.
- 6.118 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, or allocated parking spaces for the houses. Whilst this provision is not in accordance with the PMP, the deviation is considered acceptable given the STS does not require a specific provision for residential motorcycle parking.
- 6.119 Residential parking spaces achieve the minimum technical standards (length, width, area) outlined in the overarching PMP. KCC Highways have flagged that the parking space at Plot 108 which is located perpendicular to the road only tapers at one end of the space and recommends a splay is provided to the western end of the space. It is noted that the footpath to the dwelling is located immediately adjacent to the parking space and reversing would need to cross the private footpath to the front door when reversing in from an easterly direction. It is considered this can easily be accommodated within the landscape design and the requirement to make this minor change is therefore captured within the recommended hard landscaping condition.
- 6.120 The STS states that development proposals for RM applications between 100-200 dwellings should provide a minimum of 1no. car club spaces. The application seeks to provide one car club space in accordance with the requirements of the STS which is well located, close to the village centre and several open spaces. The car club space should be conditioned to be provided prior to occupation. 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 include details of the operational arrangements, as well as access to initial membership and driving credit, align with the wider Ashmere area and remain consistent with previous phases. This approach is in accordance with the requirements set out by the KCC Highways Officer.
- 6.121 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.
- 6.122 A site-specific parking management plan has been submitted as part of the application that sets out how the parking will be allocated, enforced and monitored. All houses will have an allocated space but apartment owners will not be allocated a space upon purchase and will need to apply to utilise one of the unallocated spaces to be able to park a vehicle on site. It is considered that given the proximity of Fastrack that this will encourage lower car ownership. The applicant has advised it will be clearly communicated to prospective buyers of the apartments that not all of the units will be provided with parking and that their flat will be car-free if all of the unallocated spaces have been leased at the time of purchase / occupation. Visitor bays will be clearly signed for short-term use only. Parking within the designated car club space by non-

car club vehicles will also be restricted. The site-specific PMP will be implemented by the Management Company.

- 6.123 It is proposed that 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 would be controlled between 8am and 6pm with a maximum stay of three hours, and no return within three hours, although temporary permits could be issued for extended visits and overnight parking will be unrestricted. The site-specific PMP restrictions on visitor parking and enforcement follows the same approach taken in earlier phases of Ashmere.
- 6.124 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.
- 6.125 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 delivery or works/trade vehicles
 - Details of arrangements for the management and maintenance of electric vehicle charging points.
 - 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
 - The PMP should cover a period of 5 years post occupation as a minimum

There are a couple of inconsistencies between the PMP and other plans, as well as points of clarification set out in KCC’s consultation response dated 21 April 2026 that will need to be resolved in the updated version.

- 6.126 Lastly, a Residential Travel Plan has been submitted with the objective to reduce the level of car usage and encourage walking, cycling and public transport instead. It identifies a number of measures to increase future residents awareness of alternative travel options, including information relating to bus and train services, cycle and pedestrian routes and car club. While these measures are welcomed, as stated above, KCC Highway officers request that an updated full Residential Travel Plan be secured by condition in order to ensure it contains the most up-to-date information to future residents on occupation. There are a number of suggestions of items to include in the full Travel Plan set out in KCC’s consultation response dated 21 April 2026 that will need to be included in the updated version. This includes post occupation baseline surveys, promotion of walk to school initiatives and future monitoring and reporting actions. They also suggest providing residents with 1 year free car club membership/credit and 1 year free Fastrack pass. The monitoring methodology will need to be agreed with KCC as the local highway authority prior to any surveys being undertaken in future.

Electric Vehicle Charging –

- 6.127 Active electric vehicle (EV) charging points will be provided for all allocated parking spaces for houses. Houses with on plot parking will be provided with 1no. wall mounted charging unit per dwelling, and the allocated parking spaces for houses in parking courts or on-street will be provided with a single spur feeding pillar to serve single spaces or dual spur feeding pillar to serve two spaces. 6no. active EV charging points will be provided for unallocated parking spaces for flats, with 2no. spaces provided outside each apartment block served by a dual spur feeding pillar. 2no. additional active EV charger will be provided opposite the neighbourhood green to serve 1no. visitor space and the car club space served by a dual spur feeding pillar. The EV charging facilities will be active from installation and provided prior to occupation.
- 6.128 The EV Charging Strategy was updated following feedback from KCC Highways and EDC Officers because there were previously limited EV charging points being provided in communal car parks, contrary to the STS. The EV charging layout is now in accordance with the STS, which requires 10% active charging spaces and 90% passive charging spaces in unallocated communal parking areas (as well as 100% on-plot, which was already proposed). 6no. active EV charging points will be provided to serve 33no. unallocated communal spaces, which results in 18% active provision. At the time of writing the report no details have been provided relating to passive charging infrastructure so, to ensure compliance with the STS, this should be secured by planning condition. Only 1no. visitor space has an EV charging point, which is disappointing given the proximity to the neighbourhood green, however, there is no specific requirement for this in the STS and the current strategy is a marked improvement on what was previously proposed and exceeds the current requirements of Building Regulations approved Document S: Electric Vehicle Charging. Provision and future management and maintenance of EV charging infrastructure, should be secured by planning condition.

Cycle Storage -

- 6.129 Secure and covered cycle storage spaces are to be provided in accordance with the PMP and STS, comprising 1no. adult bicycle per bedroom for all dwellings. Cycle stores to apartment blocks are integrated within the building, located on the ground floor and are placed strategically for good connection to their closest cycle paths. The cycle stores are accessed externally to satisfy fire safety regulations. One cycle space is proposed per bedroom in addition to one visitor cycle space for every 8no. flats, resulting in an additional 5no. external visitor cycle parking spaces that will be located close to the entrances to the apartment blocks and cycle routes. Double stacked bicycle racks are proposed to offer efficient use of space within the communal cycle stores. Houses are provided cycle storage in outbuildings in the rear gardens of the properties that have been designed to avoid taking cycles through the home.
- 6.130 The cycle stores are located close to cycle routes to encourage use of the wider cycle network and correlates with the green connections as set out in the AMP. While further visitor cycle provision would be beneficial around the Neighbourhood Green, this is outside of the applicant's ownership. Details of the stores are to be required by condition to ensure they are fit for purpose and provided prior to first occupation.

Summary -

- 6.131 Overall, the approach to parking has been carefully considered and largely follows the process endorsed by the PMP. The proposals strike a balance between the requirements of the PMP and the STS, both of which seek to lower the reliance on the car through the promotion of public transport and active travel modes. EV charging

and cycle parking provision have been well provided for, and car club provision will be available to all future residents. The approach to highways in respect of parking provision and car parking management has been reviewed by KCC Highways officers and they have requested conditions to secure electric vehicle charging points, cycle stores, a Full Car Parking Management Plan and Full Residential Travel Plan. Subject to the recommended conditions, the approach to parking is supported.

Sustainability

- 6.132 The NPPF (2004) 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
- 6.133 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.
- 6.134 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 EDC'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.

- 6.135 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.
- 6.136 The applicant has submitted a completed version of EDC's Sustainability Assessment Summary table – as presented below.

Image: Sustainability Assessment Summary Checklist:

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	Houses	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Apartments	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Passive Design: Space heating	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Overheating	<input 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"/>
Renewables	<input type="checkbox"/>	>50	<input type="checkbox"/>
Energy Management	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Waste & Materials			
Circular sourcing	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle parking & facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Car club	<input checked="" type="checkbox"/>	N/A	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Internal daylighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dual aspect	<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 checked="" type="checkbox"/>	<input type="checkbox"/>
Potable Water use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Collection	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Green Roof coverage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Food growing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 6.137 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.

- 6.138 The EDC Environment and Sustainability Manager's review of the submission confirms progress toward key environmental objectives; however performance is mixed across all areas. Moderate achievement is demonstrated in the Carbon and Energy category. Mid-level measures include whole-life and upfront carbon, energy use intensity, operational space heating and Solar PV panels to houses. Whole-life carbon is verified below 800 kgCO₂e/m², with upfront carbon slightly above target for houses and apartments, with apartments performing better. All dwellings meet 40 kWh/m²/year space heating limits and the 60 kWh/m²/year Energy Use Intensity benchmark. Energy management is stronger due to the commitment to post-construction 'Be Seen' reporting, which requires monitoring and reporting of the actual operational energy performance of major developments. Compliance with these sustainability targets, as set out in the Sustainability Assessment and supporting spreadsheet, and details of PV panels would be secured by condition.
- 6.139 Moderate achievement is demonstrated across several measures in the Waste and Materials category. Circular sourcing is reported at 24%, with the developer intending to use recycled concrete and steel products, this is below the ≥30% target, but this could be improved if more recycled materials can be sourced during procurement. Responsible sourcing aims for ≥75% of key materials to be procured responsibly from sustainably certified providers but this remains unconfirmed until procurement is finalised. End-of-life reusability performs strongly at 61%, although materials passports are not included. Construction waste commitments meet diversion and minimisation expectations, and offsite manufacture accounts for 18%, consistent with the applicant's prefabricated components. Compliance with these targets, as set out in the Circular Economy statement, would be secured by condition.
- 6.140 Health and Wellbeing performance varies across indicators. Not all homes meet the 10-minute access threshold for essential amenities, but cycle parking is strong at 1 space per bedroom. Transport accessibility is good, and 92% of homes meet M4(2) standards. Daylighting performance is good, with 99% of dwellings achieving the required internal daylight standard and high levels of dual-aspect homes (96%). No commitments have been made to healthy material specifications.
- 6.141 Water performance is mixed. Water efficiency is addressed but there are no SuDS measures within the parcel, relying entirely on the strategic network, which reduces above-ground water management benefits. Potable water use is calculated at 100.4 l/p/d which is below the required level of ≤95 l/p/d. There is no provision for water collection, such as water butts. However, this is a measure recommended by the Water Conservation Plan as secured under condition 24 of the OPP and has therefore been set out in the recommended conditions.
- 6.142 Natural Environment performance is generally low. The Urban Greening Factor falls below the mid-level performance standard. Tree canopy cover aligns with the Public Realm Strategy, but no green roofs are proposed. Proximity to neighbourhood greens provides access to food-growing opportunities, but no on-plot measures are included. Biodiversity Net Gain is not applicable at this reserved matters stage.
- 6.143 Although the results were mixed and sustainability performance could be improved, the proposal is acceptable subject to conditions relating to Energy Use Intensity, Operational Space Heating, Energy Management post construction modelling, Circular Economy, Potable Water Use and Water Collection. There are also areas where there is a justification for reduced performance.

6.144 While no SuDS features are proposed within the application site, 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 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.

Ecology

6.145 The details of ecological works, mitigation measures and monitoring have been secured under the OPP. Ecological mitigation and site clearance has already been carried out and the application site did not form part of the previously agreed ecological mitigation land. It is currently bare ground and as such has limited potential to support protected / notable species.

6.146 A Site Wide Biodiversity Action Plan (BAP) has been secured for Alkerden and Ashmere 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 Ashmere); 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.

6.147 This application is supported by an Ecological Management and Enhancement Plan (EMEP) that proposes the inclusion of native species planting, 5no. Swift bird boxes, 5no. House Sparrow bird bricks, 5no. Redstart bird boxes, 15no. integrated bat boxes, 2no. invertebrate towers, 5no. solitary 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. No green roofs have been proposed because none of the individual roof areas are greater than 250sqm. While this is disappointing, it is noted that the proposal accords with the requirements of the BAP.

6.148 The submitted illustrative landscaping masterplan includes a list of native species planting and approximate locations but not a detailed planting plan. A planning condition requiring detailed soft landscaping plans is recommended and can ensure appropriate native and wildlife friendly planting is secured in accordance with the BAP requirements.

6.149 KCC Ecology have reviewed the submission and confirm no objection to the proposals, the proposed ecological enhancements are acceptable and that they are satisfied that

no further information is required to determine the planning application. They advise the native species planting detailed in the EMEP must be used in the detailed planting plans. The lighting plan has confirmed that the lighting will be on a dimming regime and therefore will have reduced light spill over night. Planning conditions are recommended to secure detailed planting plans, as well as the implementation of the EMEP and lighting plan as detailed.

6.150 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)

6.151 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:

Image: BFHL Assessment:

Integrating the neighbourhood

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

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

9 Healthy Streets	10 Cycle Parking and Car Parking	11 Green and Blue Infrastructure	12 Back of footpath-front of house
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6.152 The proposed development performs well against the majority of BFHL assessment criteria achieving 9 out of 12 greens and 3 ambers. The reason for the amber BFHL outcomes is as follows:

- Homes for everyone – Not all units meet M4(2) standards. Although it is noted the proposed level is significantly in excess of the s106 requirement, the BFHL standard sets the score against 100% compliance;
- Memorable character – The balcony on Block 1 could be improved to more strongly reference the historic hopper structures. It is noted that the applicant made significant changes to the design during the application process and improved the outcome from an initial red BFHL outcome.
- Creating well defined streets and spaces – There were minor changes suggest that could be made to improve the footpath and shared space by Block 1 to create a more attractive connection and better flow into the Major Urban Park but these not considered significant enough to result in a refusal of planning permission. It was also suggested that the pumping station could be screened with vegetation, however it is noted that this is not allowed because it could

interfere with underground storage tanks. The proposed raised planters will provide adequate screening.

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

Other Matters

- 6.154 *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.
- 6.155 *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.
- 6.156 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.
- 6.157 In this instance the development is situated within 10 km 'as the crow flies', and is therefore likely to impact on the Thames Estuary and Marshes Special Protection Area (SPA), one of the North Kent European Protected Sites. An assessment of the likely impacts from the development at EQ was undertaken at the time of the outline permission in connection with the proposed mitigation measures. The S106 agreement in relation to Ashmere and Alkerden sets out mitigation measures in the form of a negative restriction on any development, prohibiting implementation of a planning consent without payment of a tariff based financial contribution to the Strategic Access Management and Monitoring Strategy (SAMMS) – currently £23.49 per dwelling – which pools money from local authorities to spend on measures to mitigate recreational disturbance as a result of new development.
- 6.158 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.

- 6.159 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.
- 6.160 *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.
- 6.161 *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. Surface Water and Foul Drainage Strategies for the residential parcels and spine road have been submitted with the application, and a Drainage Strategy Technical Note submitted with the application demonstrates that the proposal is in accordance with the Water Management Plan approved under condition 12 of the Outline Planning Permission. The proposals follow the guidance set out within the Strategic Surface Water Drainage Strategy. KCC LLFA have been consulted and confirm that officers have no objections to the proposals. Water and sewerage services are provided by Independent Water Networks Limited (IWNL) in accordance with agreements made by the sitewide landowner. Southern Water have not commented on the application but it is understood inset agreement/NAV agreement are put in place between Southern Water and IWNL against which connection/discharge points to the public network and agreed discharge flow rates are agreed. This is generally undertaken by the site wide landowner Henley Camland. Southern Water have raised no objection to the proposals.
- 6.162 Thames Water were not consulted on the proposal in respect of the potable water suppliers in the area. As a statutory undertaker, Thames Water have a statutory obligation to ensure the connection of potable water to new developments. These obligations fall outside the remit of planning. As such, it is not considered necessary to pursue comments nor control this by condition.
- 6.163 Therefore, it is considered that matters relating to drainage, flooding and water have been adequately addressed and that the proposed development is acceptable in this respect.

- 6.164 *Broadband* - 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.
- 6.165 *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.
- 6.166 *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 satisfactory address of the highway safety issues raised by KCC and the conditions set out in this report.