

SUPPLEMENTARY INFORMATION - PLANNING COMMITTEE
13th MAY 2026

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

Agenda Item 5 - EDC/25/0104

The following text amends the Noise Impact Assessment document reference under the 'ADDITIONAL DOCUMENTS' list in the first informative.

Removal of document reference:

- Noise Impact Assessment v 04 (Stantec, ref 332612492, dated September 2025)

Inclusion of document reference:

- Noise Impact Assessment' Rev 04 (Stantec, Project 332612492. Report date September 2025, rev 04 date 25/02/26)

For the avoidance of doubt, the wording of condition 34 (Noise Mitigation) remains unchanged.

Agenda Item 7 - EDC/22/0233

The following text provides clarifications and amendments to the main committee report.

Amendment to Recommendation

The officer recommendation in the committee report is amended following the removal of the KCC Highways holding objection to read as follows:

- Authority be delegated to the Director of Planning and Place to approve the application and grant reserved matters approval, subject to the imposition of the planning conditions as set out within the main report and as amended by the supplementary information report, with delegated authority to the Director of Planning and Place to make minor changes to the wording.

Removal of KCC Highways Objection

Since publication of the main report KCC Highways have removed their holding objection (set out in paragraph 4.2 of the committee report) following their review of additional information submitted by the applicant relating to visibility splays and vehicle tracking. KCC have also reviewed amended information that was submitted by the applicant in relation to EV charging.

KCC Highways comments are summarised as follows:

- The 'Secondary Road Visibility Splays' drawing shows appropriate vehicle visibility splays for both priority junctions, and all the private driveway vehicle crossover accesses, along the Secondary Street. This alleviates the associated concerns raised previously and is acceptable. Likewise, appropriate pedestrian visibility splays have been provided for each of the crossing points along the Secondary Street.
- No updated visibility splays have been provided for any of the other streets/crossing points across the rest of the site. As such the concerns raised previously remain.

- The refuse tracking within the junction by Plots 55, 60, 61 and 73 does not overhang or overrun pedestrian tactile paving but it is incredibly tight, as such the footways around this junction should be reinforced to reduce the likelihood of cracking/damage in future. The fire tender tracking provided is acceptable.
- A revised EV Charging Strategy has been provided, the provision of EV charging points for all dwellinghouses, including within allocated on-street spaces, is welcomed. However, the lower provision for unallocated flat block parking spaces is disappointing and raises concerns regarding how future demand for EV charging will be accommodated.
- I confirm on behalf of the local highway authority that I now raise no objection to this application provided the following items are secured by planning condition or obligation as part of any planning permission that the Local Planning Authority may grant.

KCC Highways have recommended the use of planning conditions to secure details in respect of the following:

- Vehicle visibility splays;
- Pedestrian visibility splays;
- Provision and permanent retention of vehicle parking spaces;
- Resident and visitor cycle parking spaces including 5% provision of adaptive cycles and electric cycle charging facilities;
- EV charging;
- Full Travel Plan;
- Full Car Parking Management Plan;
- Control to enclosure of garages/car ports; and
- Prevention of surface water discharge onto the highway.

EDC Officer Comment: Details submitted in relation to vehicle and pedestrian visibility splays should be secured by condition, as set out in the 2no. additional conditions listed below. It is acknowledged that no updated visibility splays have been provided for the other streets. However, there is no change in this respect and the matters have already been addressed in the main committee report.

The potential damage to the refuse tracking overrunning the footway is acknowledged and can be addressed within the recommended amended hard landscape condition (condition 7) as set out below.

Comments raised by KCC Highways in relation to the EV charging strategy are acknowledged. The amended details to which their comments refer had been reviewed by EDC Officers and form the assessment set out in the main committee report. The proposal accords with the Sustainable Travel Strategy and are considered acceptable and, as such, there is no change to the assessment or proposed conditions in this respect.

Surface Water run-off will discharge directly into the strategic SuDS network in accordance with the site wide Water Management Plan approved under condition 12 of the OPP and KCC Lead Local Flood Authority raise no objection to the proposal, as such no further condition is required.

In light of these comments it is recommended that condition 15 in relation to cycle parking is updated to include reference to a quantitative provision of 5% for adaptive cycles and charging provision (as set out below).

All other recommended conditions requested by KCC Highways have been captured within the original conditions recommended in the main report.

Additional Recommended Planning Conditions

Visibility Splays (Vehicle) – No dwelling hereby approved shall be occupied until the vehicle visibility splays, as shown on Secondary Road Visibility Splays (drawing number B1465-CTP-XX-XX-DR-C-1681-P01), have been provided. The vehicle visibility splays shall be kept clear of obstructions exceeding 0.6 metres in height above carriageway level and shall be retained as such at all times.

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

Visibility Splays (Pedestrian) – No dwelling hereby approved shall be occupied until the pedestrian visibility splays set out in Secondary Road Visibility Splays (drawing number B1465-CTP-XX-XX-DR-C-1681-P01) and Visibility Splays (drawing number B1465-CTP-XX-XX-DR-C-1680-P04) have been provided. The pedestrian visibility splays shall be kept clear of obstructions exceeding 0.6 metres in height above carriageway and shall be retained as such at all times.

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

Amendments to Recommended Planning Conditions

Condition 7:

The condition has been updated with part j) to include reinforcement of the footway to address the potential overrunning from refuse vehicles (as shown in underlined text):

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;

- 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; and
- j. Details of the footway of the junction by Plots 55, 60, 61 and 73 to be reinforced with small unit paving slabs to reduce the likelihood of cracking/damage from larger vehicles.

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.

Condition 15:

The condition has been updated to include reference to a quantitative provision of adaptive cycles and electric cycle charging facilities (as shown in underlined text):

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 provide equipment to accommodate at least 1no. adult bicycle per bedroom (based on the size of dwellings within the apartment building) and should include 5% of the provision of spaces for adapted bikes. The cycle storage shall be arranged to provide adequate internal circulation and access within communal cycle stores, include internal lighting and charging facilities for electric cycles. 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.

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