DEVELOPMENT CONTROL BOARD

5 July 2007

Reference: 03/01134/OUT  
Officer: Mrs Sonia Bunn

Location: Eastern Quarry  
Watling Street  
Swanscombe

Proposal: A mixed development comprising up to 6,250 dwellings and up to 231,000 sq metres of built floorspace for: business premises; education; community & social facilities; hotels; theatre; & supporting retail & leisure facilities & associated works to provide the development

Applicant: Land Securities Group PLC

Agent: Barton Willmore Planning Partnership

Target Date: 02/02/2004

Parish / Ward: Swanscombe & Greenhithe T.C. / Swanscombe

RECOMMENDATION:

Planning permission be granted subject to referral to the Secretary of State; agreement of the General Assembly of Council on the tariff arrangement for Kent Thameside; completion of the strategies and a completed section 106 agreement

SITE SPECIFIC POLICY

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1 SUMMARY

1.1 The purpose of this report is to enable Members to determine the application for mixed-use development comprising residential, business, education, community and social facilities, hotels, theatre, and supporting retail and leisure facilities and associated works at Eastern Quarry.

2 THE SITE

2.1 The application site covers an area of approximately 270 hectares. As well as the quarried area of Eastern Quarry it also comprises the former route of a minerals railway in Craylands Gorge to the north of the quarry. This application excludes the area known as the Northfleet West Sub Station in the southeastern corner of the site. The site is broadly rectangular in shape, approximately 2.5km long and 1.2km wide but without the south eastern corner.
2.2 The site is bounded to the south by Watling Street and the A2; and to the north by the settlements of the Swanscombe and Knockhall. The western boundary of the site, the B255 Bean Road, is located approximately 4.5km from Dartford town centre and approximately 3km from the M25 Dartford Crossing. The eastern edge of the site, bounded by the B259 Southfleet Road, is under 50m from the proposed Channel Tunnel Rail Link Passenger Station at Ebbsfleet and approximately 3.5km from the centre of Gravesend.

2.3 Quarrying activity at the site has created a landscape with steep chalk cliffs around the quarry's southern and western boundaries and along the northern boundary at the western end (along Alkerden Lane). In the northern part of the site, the undulating landform, created by the backfilling of Thanet Sand over the worked chalk, runs up to the south side of Swanscombe. In the east the landform rises from the quarry floor to meet Southfleet Road and the northern edge of the Northfleet West substation site at grade. The south eastern edge of the quarry, adjoining the sub-station site, comprises battered Thanet Sand slopes above a steep chalk face.

2.4 The variations in levels limit access into the site; the main access to the quarry is off Watling Street running down to the washmills area, which contains buildings associated with the quarry activities.

2.5 Tunnels also remain under Bean Road to the west, connecting the quarry to what was Western Quarry and is now Bluewater. In the north the quarry is also connected via an old railway tunnel to Craylands Gorge which itself connects to Swanscombe Peninsula. Craylands Gorge lies to the north of Alkerden Lane. A pipeline runs through the gorge linking the Quarry to the Thames. The pipeline is part underground and part on the surface.

2.6 The site is also used for agriculture to the north at Alkerden Farm, which also comprises 2 cottages and associated outbuildings.

2.7 A Public Right of Way crosses the site to the east linking Swanscombe in the north and Bean to the south. Another Public Right of Way crosses Craylands Gorge.

2.8 A power line from the adjacent sub station run north across the eastern end of the site and continues northwards towards Northfleet.

2.9 It should be noted that although "Eastern Quarry" has previously been taken to include Northfleet West Sub Station and the fields and landscape around this site, in fact these areas are in different ownership and therefore the application under consideration here excludes the sub station land.

3 DEVELOPMENT PROPOSALS

Application Detail

3.1 In December 2003 an outline planning application was submitted, by the applicant, for land at Eastern Quarry, Watling Street. The application, referred to as Eastern Quarry 2 ("EQ2"), comprises built development for a mixed-use development of residential, business use, retail, leisure and community uses, open spaces and associated uses and infrastructure. The full description of the development proposals is included at Appendix A to this report.

3.2 The applicants proposed land use distribution for this site can be summarised as:
- Up to 6,250 dwellings
- Up to 120,000 sq m gross floorspace for Use Class B1(a)(offices), Class B1(b) (studios and laboratories) and Class B1 (c) (light industry) use
- Up to 26,000 sq m gross floorspace for Class A uses, of which floorspace in Use Class A1 shall not exceed 16,900 sq m.
- Up to 24,000 sq m of gross floorspace for Class D2 (assembly and leisure) uses
- Up to 11,000 sq m for hotel uses
- Up to 50,000 sq m of gross floorspace for education, community, social facilities and other support uses.
- No less than 33% (89 ha) of the site shall be open space.

3.3 Following discussions with officers the form of development assessed in the 2003 Environmental Statement and shown on the Land Use Disposition Plan of 14 June 2005 was amended. A revised submission was made in August 2006, although the amount of development remained unchanged. The changes relate primarily to the layout of the development. In addition the applicants have been preparing Strategies which will provide more detail on the development will be progressed, and commitments to provision of facilities which support the requirements of the section 106 agreement.

3.4 The application submission now comprises the following documents:

Description of EQ2 development and development parameters schedule and application plans, submitted in August 2006.
EQ2 Environmental Statement - submitted in August 2006.
EQ2 Transport Assessment - submitted August 2006.
EQ2 Retail and Leisure Impact Assessment - submitted August 2006.
EQ2 Bio-diversity Action Plan November 2003 (and reproduced in Appendix J to the Environment Statement)
Phasing Strategy, June 2007
Transport Strategy, June 2007
Public Art Strategy, June 2007
Public Realm Strategy, June 2007
Landscape and Open Space, June 2007
Site Wide Design and Access Strategy, June2007
Sustainable Development Strategy, June 2007
Community and Leisure Facilities Strategy, June 2007
Community Participation Strategy, June 2007
Education Delivery Strategy, June 2007

Form of development envisaged

3.5 The form of development envisaged for the site is, briefly: a lake along the southern boundary (within the cliff shadow) with the development land rising up from here towards Swanscombe.

3.6 The development is in outline and therefore the detailed design is a matter for later consideration. The application includes parameters plans which set out the limits of the key proposals which the application has been assessed against in the Environment Statement. In addition, a Land Use Disposition Plan has been prepared which shows the broad location of the different land uses. The applicants are keen to point out though that this is only one of a number of layouts which would comply with the development parameters and therefore there is some flexibility for the land use layout to change (subject to compliance with the development parameters).

3.7 The development is to comprise of three distinct villages, the central village will consist of a market centre with the education campus consisting of a secondary school, primary school and sports pitches and hall to the north of this and a Life Long Learning Centre. The remaining two villages will be based around smaller local centres with each having a primary school. A health and social care centre is also masterplanned for the East village. A separate employment area is masterplanned for the very eastern part of the site close to Southfleet Road forming a commercial gateway into the site. A mixed use area is planned for the existing washmills site in the south. Along the northern boundary of the site will be a large urban park, centred on Alkerden Farm, and linking to Craylands Gorge. This area will also form part of an east-west green grid route across the site providing an ecological area as well as a recreational facility. Green spaces are also proposed between the villages and alongside the lake. Fastrack is proposed to run through the centre of the site.
4 PLANNING HISTORY

4.1 In January 2003 an outline planning application was submitted by the applicant for the redevelopment of Eastern Quarry including the Northfleet West Sub-Station site, a total area of approximately 310 hectares. The application was amended in September 2003. The proposal is for 7,250 dwellings and up to 267,250 square metres for business premises, education, commercial and social facilities, hotels, theatre, and supporting retail and leisure facilities plus associated works. The application is still under consideration, but should the application under consideration here be approved I will be seeking its withdrawal.

4.2 Planning permission was granted at the Development Control Board on 29 April 2004 for the erection of a Management Centre, to serve the Ebbsfleet Valley and Eastern Quarry, on the higher ground in the eastern part of the site. This is accessed from Southfleet Road. The management centre has been open since January 2006.

4.3 Planning permission was granted at the Development Control Board on 31 March 2005 for the recontouring of ground levels within the eastern part of the site. The works cover 69 hectares of the site and entailed redistributing some of the stockpiled overburden in the north part of the eastern half of the site into the deepest part of the quarry. This will form the development platform for part of the site. The land forming works approved in 2005 are due for imminent completion.

4.4 The western part of the quarry is still being actively worked and therefore is subject to restoration details submitted pursuant to the minerals planning permission for the quarry works. Kent County Council is the planning authority for this. A revised restoration scheme was approved by KCC, which lies into the recontouring works approved in March 2005.

4.5 A duplicate planning application was submitted in March 2005 for the EQ2 area (DA/05/00/280/OUT), which is identical to the application under consideration in this report. The duplicate application remains under consideration but should the application under consideration here be approved I will be seeking its withdrawal.

4.6 The application was reported to the Development Control Board on 13 July 2005, Members resolved to grant outline planning permission subject to:

(i) the prior approval by the Development Control Board of a Section 106 agreement to secure the s106 Heads of Terms set out in Appendix F and the prior approval of the following strategies:
- a design strategy for the whole of the development site
- a phasing strategy
- a transport and highways strategy
- a community and leisure facilities strategy
- an education delivery strategy
- a landscaping and public realm strategy
- a community participation strategy
- an affordable housing strategy
- a design code for the first village (subsequent villages to follow)
(ii) the conditions as set out in draft in Appendix G, subject to any amendments as may be approved by the Development Control Board prior to their approval of the s106 agreement
(iii) referral to the First Secretary of State
(iv) a satisfactory response from the Highways Agency in relation to the road traffic impacts of the development;
(v) advertisement of the land use disposition plan submitted on 14 June 2005; and
(vi) referral back to the Development Control Board in the event that a) there are significant changes to the application and b) there are new matters not previously considered by the Board raised by the advertisement of the land use disposition plan.

Members should note that the policy background and other material considerations have changed since the original resolution. Members should consider whether they wish to review the application afresh in the light of these changes or because they wish to attach different
weight to such matters. They should also consider whether they wish to review the planning
conditions and planning obligations in the light of the changes.

My view and recommendation is that the original resolution and the proposed
conditions/obligations (as amended) should be supported.

5 PROCEDURAL ISSUES

Environmental Statement

5.1 The key environmental impacts examined in the Environmental Statement (ES) submitted
in August 2006 include:
- Socio-economic effects
- Community facilities
- Transportation
- Air Quality and Climate change
- Noise and Vibration
- Water Resources
- Archaeological and Historic Resources
- Ecology and Nature Conservation
- Landscape and Visual Impact
- Development in Craylands Gorge
- Contamination
- Waste Management
- Agricultural Land
- Utilities

5.2 The ES is supplemented with the following technical appendices:
- Noise Survey results
- Soils and Groundwater Desk Study
- Flood risk assessment
- Air quality modelling
- Archaeology surveys and reports
- Mycological Survey
- Invertebrate Survey
- Lichen Survey
- Amphibians, reptiles, badgers and dormice survey
- Bat Survey
- Botanical survey
- Bird Survey
- Habitat Survey Target Notes
- EQ2 Bio-diversity Action Plan
- Socio-economic and community assessment
- Traffic data and modelling

5.3 A separate in-depth Transport Assessment has also been produced and submitted.

5.4 The environmental effects caused by the construction and operation of the new settlement
have been summarised in the ES Non Technical Summary, the cumulative effects and
environmental response from this summary are reproduced at Appendix C.

5.5 The assessment in the ES took into account a range of mitigation measures, aimed at
ameliorating negative environmental impacts of the development. These mitigation measures
will be secured through Section 106 obligations, conditions and through the various Strategies
already produced and action plans to be approved in due course.

5.6 It is for the local planning authority (or the Secretary of State) to decide whether the
information provided about the site, design, size or scale of a proposed development gives a
sufficient description of that development so that an informed assessment can be made of its
likely effects upon the environment. I would advise Members that the information provided in
the ES satisfies this test and is sufficient for the purposes of the Environmental Impact Assessment Regulations. Officers have considered the proposal in detail with advice from technical bodies and I am of the opinion that the ES presents a proper and reasonable assessment of the likely significant environmental impacts of the proposed development.

Consultation

5.7 Given the number of applications and revisions on this site, several separate consultation exercises have been undertaken. As the application is complex and many of the issues have remained the same at each consultation stage, consultees have been advised that previous representations will be taken into account and therefore they only need to reply if they wish to or if they feel they need to make further comments. All the consultations undertaken in connection with Eastern Quarry (excluding the Northfleet West Sub Station site application) have been summarised in Appendix D.

5.8 Following submission of the original application (EQ1), at the end of January 2003, consultation was carried out by the Borough Council. A full range of technical consultees, amenity groups and service providers were consulted, together with a consultation letter, and leaflet, delivered to over 3000 properties surrounding the development. In addition site notices were posted around the whole site at all key points. Posters were also displayed in the local doctor’s surgeries, local and Borough council offices, and libraries. The applicants themselves also held a public exhibition on the proposals at the end of March 2003. Following the revision to the application in September 2003 the proposal was consulted upon again, letters being sent out to all the same consultees as previously and letters sent to any further people who had made representations.

5.9 When the EQ2 application was submitted in December of 2003 the same consultees were contacted and asked for their comments.

5.10 This process was repeated again in April 2005 when the duplicate application for the EQ2 area was submitted and again in September 2006 when the application was revised.

5.11 All the consultee responses received are summarised fully within Appendix D. But broadly responses were received from 20 neighbouring occupiers in connection with this application whilst several more were received from technical consultees and service providers. The response to the application from KCC in June 2005 is reproduced at Appendix E, a further response to the current application as consulted in August and the current negotiated position is expected from KCC and will be reported in the update.

5.12 In addition, the applicants made a presentation to Members at a Special Meeting of the Development Control Board on 24 May 2004.

Referral to First Secretary of State

5.13 Under the Town and Country Planning (Development Plans and Consultations) (Departures) Directions 1999, an application which is a departure from the development plan and over a certain size must be referred to the Secretary of State if the authority is minded not to refuse it. The adopted development plan for the area comprises the Kent and Medway Structure Plan 2006 and the Dartford Local Plan 1995. The former excludes the site from the Green Belt and allocates it for a mixed use development, although the adopted Local Plan 1995 still designates the site as Green Belt. However, as the Structure Plan is the most current adopted plan this takes precedence and it is not considered that the application is a departure under the Directions.

5.14 However, under the Town and Country Planning (Residential Development on Greenfield Land) (England) Direction 2000, as the site lies partly on greenfield land, is over 5 hectares and proposes more than 150 houses, the application must be referred to the Secretary of State for consideration before permission is granted.
5.15 The proposal also includes up to 26,000 sq m of retail floorspace (16,900 of A1 floorspace). As a result, under the Town and Country Planning (Shopping Direction) (England and Wales) No. 2 Direction 1993, the application also needs to be referred to the Secretary of State.

6 POLICY CONTEXT

Background

6.1 The Thames Gateway area was first earmarked as the 'main opportunity for growth' in the South East with the government's guidance document Regional Planning Guidance for the South East (RPG9). Within the Thames Gateway, Kent Thameside was identified as one of two major growth points. This strategy was reconfirmed in the updated RPG9, published in 2000, and elevated from a regional to national priority. The development potential of Eastern Quarry was first formally acknowledged in RPG9a: The Thames Gateway Planning Framework (1995). The Government's vision for Eastern Quarry was subsequently reinforced in the Kent Structure Plan (1996) and in the latest adopted Kent Structure Plan 2006 in which the site is allocated for 'a comprehensive mixed used development with an emphasis on housing provision, together with open space, schools, community facilities and employment land' to be 'integrated with an enhanced public transport and road network'.

6.2 The Local Plan Review Second Deposit Draft September 2002 defines the precise boundaries of the Eastern Quarry site, which includes the Northfleet West Sub-Station land, and sets out in more detail the principles that should guide the redevelopment of Eastern Quarry. A planning brief was prepared in order to take forward the broad policy for the site and provide a basis for consideration of planning applications. The Eastern Quarry Planning Brief was adopted in July 2002.

Relevant Policy Guidance

6.3 In considering the planning application the following statutory and non statutory planning guidance are considered relevant:

National Policy Guidance:
- PPS1: Delivering Sustainable Development 2005
- PPS3: Housing, November 2006
- PPG4: Industrial and Commercial Development and Small Firms, Nov 1992
- PPS6: Planning for Town centres 2005
- PPS9: Biodiversity and Geological Conservation August 2005
- PPG13: Transport, March 2001
- PPG16: Archaeology and Planning, November 1990
- PPG17: Planning for Open Space, Sport and Recreation, July 2002
- PPS22: Renewable Energy, August 2004
- PPS23: Planning and Pollution Control 2004
- PPS24: Planning and Noise, September 1994
- PPS25: Development and Flood Risk, December 2006

Regional and Sub-Regional Planning Guidance:
- RPG9: Regional Planning Guidance for the South East
- RPG9a: Thames Gateway Planning Framework
- South East Plan Core Document - draft plan for submission to government March 2006
- Thames Gateway Interim Plan November 2006

Development Plan Policy:
Kent and Medway Structure Plan 2006 policy -
- SP1: Conserving and enhancing Kent's environment and ensuring a sustainable pattern of development.
- SS1: Spatial priorities for development and investment in Kent and the role of the settlement hierarchy.
- SS2: Extent of the Metropolitan Green Belt in Kent.
- SS4: Priority for previously developed land and a sequential approach to the location of development.
- SS6: Enhancing existing communities.
- DG1: Dartford and Gravesham
- EN1: Protecting Kent's countryside.
- EN3: Protecting and enhancing countryside character.
- EN8: Protection, conservation and enhancement of biodiversity.
- EN9: Trees, woodland and hedgerows.
- EN11: Planning and managing the urban fringe.
- EN13: Environmental enhancement of primary routes.
- QL1: Quality of development and design.
- QL2: Priorities for the public realm.
- QL3: Movement and accessibility in the public realm.
- QL4: Maintaining the separation and identity of settlements.
- QL5: Mix of uses on site.
- QL7: Archaeological sites.
- QL11: Protecting and enhancing existing community services.
- QL12: Provision for new community services and infrastructure.
- QL13: Cultural development and the Arts.
- QL15: Formal and informal recreation/sports facilities.
- QL17: Green-space networks and rights of way.
- EP1: Land, workforce, education and skills.
- EP3: Location of new or replacement employment land.
- EP4: Locations of strategic importance for business, industrial or distribution uses.
- HP2: Housing provision: phasing, assessment and sequential approach to location.
- HP3: Contribution of previously developed land and previously used buildings to housing provision: 2001 - 2016.
- HP4: Housing: quality and density of development.
- HP6: Range and mix of housing provision.
- HP7: Affordable housing provision.
- TP1: Integrated transport strategy.
- TP2: Assessment criteria for transport proposals.
- TP3: Transport and the location of development.
- TP4: Safeguarding of programmed strategic transport schemes.
- TP6: Major Transport corridors.
- TP8: Future strategic transport schemes.
- TP9: Supporting public transport.
- TP11: Facilities for pedestrians and cyclists.
- TP12: Development and access to the primary/secondary road network.
- TP15: Development traffic & heavy goods vehicles.
- TP16: Local transport strategies.
- TP17: Traffic and management of minor roads.
- TP19: Vehicle parking standards.
- NR1: Development and the prudent use of natural resources.
- NR2: Energy generation.
- NR3: Renewable and sustainable energy production.
- NR4: Combined heat and power generation.
- NR5: Pollution impacts.
- NR6: Development sensitive to pollution.
- NR7: Air quality management areas.
- NR8: Water quality.
- NR10: Development and flood risk.
- WM7: Construction related spoil.
- IM1: Meeting the costs of community and other infrastructure needs generated by new development

Dartford Borough Local Plan:

- Policies GB1 & 2 Green Belt

Dartford Local Plan Review Second Deposit Draft policy:

- MDS5: Redevelopment of Eastern Quarry

This sets out criteria against which the development should be considered which are broadly:
- The creation of a mixed use, public transport operated development in the form of a compact urban village
- The creation of a landform which will provide a suitable environment for a new compact urban village
- A minimum of two thirds of the total gross developed floorspace to be residential use
- A substantial area of public open space, water-bodies and landscaping comprising a minimum of 33% of the site area, to be incorporated in the Kent Thameside Green Grid
- The provision of pedestrian and cycle network links into adjoining sites
- One or more segregated east-west public transport routes as part of the Fastrack network between Ebbsfleet and Bluewater and Bean Road.
- A concentration of the highest densities in locations best served by public transport
- Integration of new development with the adjoining uses at Bluewater and proposed at Ebbsfleet, and with the communities of Swanscombe and Knockhall.
- Provision of east-west routes integrated with the built form
- The provision of local retail facilities that will not affect the viability or vitality of Dartford town centre or other centres.
- The preservation and enhancement of any areas found to be of ecological or archaeological significance.

- DD1 - 7, 11-14: Design and Development
- H1: Housing provision
- H16: Affordable Housing
- E1: Employment Land provision
- E9: Accommodation for Small Sized Firms
- T1: Fastrack
- T4: cycle routes
- T7, T8 & T9: transport infrastructure
- T11, 13, & 14: Parking
- T15: cycle parking
- T16: on site design
- T17: Travel plans
- T18: Transport assessments
- CF3: community facilities
- LRT5, 6, 7, 12: Sports and Recreation, open spaces
- LRT15: Public Rights of Way
- LRT16: Footpaths, cycleways, bridleways
- BE11: Archaeological sites
- BE17: Overhead Power Lines
- NR1: sewerage and drainage
- NR4: Surface and Groundwater Protection
- NR5: Water Resources
- NR8: Surface Water
- NR10 &11: Air Quality
- NR13-16: Noise
- NR20: Contaminated land
- NR22 &23: Renewable energy and energy efficiency

The Planning Brief
6.4 The Eastern Quarry Planning Brief was adopted by Dartford Borough Council, as Supplementary Planning Guidance, in July 2002. It provides the framework within which planning applications relating to the site will be considered. The Brief is centred on the criteria set out within Policy MDS5 of the Local Plan Review Second Deposit Draft.

6.5 The Brief sets out the requirements for the development and details the information that will be expected to be submitted within any planning application for the site.

6.6 The EQ2 planning application under consideration here satisfies the Brief requirements in terms of submitting the following information:
- Description of EQ2 development and development parameters - submitted in August 2006.
- EQ2 Environmental Statement submitted in August 2006.
- EQ2 Transport Assessment submitted August 2006.
- EQ2 Retail and Leisure Impact Assessment submitted August 2006
- EQ2 Biodiversity Action Plan submitted December 2003
- Site Wide Design and Access Strategy
- Phasing Strategy, June 2007
- Landscape and Open Space, June 2007
- Public Art Strategy, June 2007
- Public Realm Strategy, June 2007
- Sustainable Development Strategy, June 2007
- Community and Leisure Facilities Strategy, June 2007
- Community Participation Strategy, June 2007
- Education Delivery Strategy, June 2007
- Local Employment Initiatives Strategy 2007

6.7 The Brief also requires a Site Preparation Strategy to be included with the application: some of this information has been provided as part of the ES and for a major part of the site as part of the land forming planning application. Further detail will be required as part of the approval process with regard to phasing and land formation for the western part of the site.

Other Guidance considered relevant:
- By Design (2000)
- The Urban Design Compendium (2000)
- Kent Prospects 2006-2012 : Final Draft - awaiting approval by the Kent Partnership
- Sustainable Communities: building for the future (February 2003) ODPM
- Kent Biodiversity Action Plan (1997), KCC
- the Kent Design guide 2006
- the Kent Developers Contribution Guide

6.8 It should be noted that some of this guidance has changed since the original resolution. Members should take account of the changes in policy in reaching a decision on the application and the planning conditions/obligations.

7 EASTERN QUARRY OVERVIEW

7.1 The allocation of Eastern Quarry as a Major Development Site within both the Kent Structure Plan and the Local Plan Review relates to the quarried area and the Northfleet West Sub Station site. The Planning Brief also relates to this area. However, the current application relates to only part of the site, albeit the majority of the allocated area, and excludes the Sub-
station site and its surrounding land for which a separate application has been submitted by a different applicant.

7.2 The Local Plan and the Planning Brief make no assumptions as to how planning applications will come forward for the site. The Brief seeks to provide guidance for considering the application and seeks to create a framework for development. It is important in strategic planning terms that development on one site does not stifle development on the other. Part of the original rationale for removing the Eastern Quarry site from the green belt was to secure a comprehensive and sustainable development and to improve the appearance/image of the area. The vision for the whole site is being developed by the local planning authority and KCC as a major service provider, together with the applicants for both developments and will be reflected in heads of terms for a Section 106 Agreement, conditions and strategies. These will guide the detailed master planning of the site, which will be a matter that is considered fully following the issue of outline permission.

7.3 Dealing with separate applications for the site creates a challenge when planning for shared community and other infrastructure. Each development needs to demonstrate how infrastructure requirements would be met whether within their boundary or on the adjacent site. The two sites offer economies of scale and the scope to share facilities. While both sites are large enough to independently support some local community facilities (e.g. primary schools, community halls and local parks/play facilities), higher order facilities such as, the secondary school campus, major parks and Fastrack will need to be shared. Although there might be advantages to bringing the two sites forward together, the quarrying activities have left a substantial grade difference between their respective levels, which creates an unavoidable distinction between the two areas and topographical separation.

7.4 In considering the development of Eastern Quarry, as a whole, the local planning authority and consultees on the applications have considered the need to create a single sustainable community on the site, which is not planned arbitrarily along ownership lines. A central focus is therefore required for the development which provides community and commercial facilities. This will enable an area of critical mass to be formed, which will create activity and discourage people from travelling outside of the development. This area will take the form of a market centre with retail, commercial and community facilities, as well as an education campus. In order to provide convenient facilities across the remainder of the development, a “hub and spoke” approach is considered appropriate so that a central facility is supplemented by spoke facilities situated in the planned neighbourhoods. With regard to open space, these will have a hierarchy and the larger areas will seek to provide for the whole development. These issues are addressed in more detail in the report below.

7.5 Reducing the overall size of the development under Eastern Quarry 2 compared to the whole site does not necessarily mean that higher order facilities e.g. libraries/health, community sports pitches and social care can be reduced in size or configuration as these would not be operationally viable below a certain size.

7.6 The Local Authorities have therefore concentrated on the requirements for facilities for the whole of Eastern Quarry. The mechanism for providing these, by whom and when is then negotiated with the applicants in order to achieve the best result for the development.

7.7 In order to achieve sustainable planning of the site, the first consideration is to ensure that the necessary facilities are provided in appropriate locations across the site in order to serve the whole development. If this results in a developer providing additional facilities beyond the impact of their development, then where necessary pro rata contributions will be sought from the application sites. The obligation to provide facilities would however rest with the development providing the appropriate location for facilities. The proposal under consideration here provides for the needs of the development within the boundaries of the site, an exception being the playing fields where these is an option for the developer to provide these off site.

7.8 In addition, there needs to be permeability between and through each site so that people can readily access facilities in the other areas. This will particularly be the case for higher
order/shared facilities but also for more local facilities as people exercise choice in their use of the facilities provided. A pedestrian, cycle, public transport and provision for a vehicular link has therefore been sought across the common boundary of both sites.

7.9 It is considered that all of the community and infrastructure requirements unique to EQ2 can be satisfactorily addressed via the Section 106 Agreement or condition but careful consideration has been given to how shared facilities are apportioned between the two sites in order to achieve overall objectives of accessibility and deliverability.

7.10 In seeking contributions from a developer, Circular 05/2005 advises that one of the considerations is that such contributions should be relevant to planning and directly related to the proposed development, as well as being necessary to make a proposal acceptable in planning terms. In negotiating the planning conditions and obligations proper regard has been given to this advice and, read as a whole, is not inconsistent with the policy approach advocated in the Circular and other relevant policy guidance.

7.11 It should be noted that care has been taken throughout the discussions to make sure that the approach adopted to the application does not, so far as I am aware, materially prejudice the development of the balance of Eastern Quarry. The proposed layout, access, community facilities and approach to contributions are consistent with the future development of that land.

7.12 The development brief anticipates that Eastern Quarry as a whole will include around 7500 houses. EQ2 comprises 6250 dwellings. As noted above, the sub-station site application proposes 1500 dwellings. The combined total is higher than was originally anticipated in the development brief. However, subject to any site specific constraints and issues there is no reason, in principle, why consent should not be granted for 1500 units on the sub-station site. The grant of consent for EQ2 will not materially prejudice the determination of that application.

8 THE COUNCIL’S APPROACH TO DEALING WITH THE APPLICATION

8.1 For an application of this size and complexity, it is vital that the Borough Council works with the applicant, other local authorities and service providers to ensure that the proposed development is of high quality and is supported by the necessary community social and transport infrastructure. Officers of the Borough Council have worked alongside officers of Kent County Council, representatives and agents of the developers, the Primary Care Trust, the Town Council, the police and the Highways Agency in order to ensure that any consent granted will deliver a sustainable, successful and attractive community.

8.2 Regular meetings have been held between Council officers and representatives of the applicants to discuss a range of aspects and issues arising in connection with the application. Meetings have also been held with the County Council and the other service providers to ensure that infrastructure and facilities will be provided in an appropriate and timely manner.

8.3 In addition, the Borough Council and County Council jointly instructed solicitors to advise and represent the Councils and to negotiate on behalf of the Councils with the applicants and other agencies. Solicitors were jointly instructed by the Borough Council and County Council because the interests of the two Councils are closely aligned and in order to ensure that advice is obtained efficiently and economically.

8.4 The Council and its solicitors have considered the Environmental Statement and accompanying information submitted with the application and are satisfied that it meets the legal requirements of the Environmental Impact Assessment Regulations 1999. Planning officers and the Council’s solicitors are also satisfied that the Non-Technical Summary included at Appendix C offers an accurate summary of the full Environmental Statement.

9 SECTION 106 AGREEMENT AND STRATEGIES

9.1 Following discussions with the Council’s legal advisors, it is proposed that the development will be controlled by a combination of an agreement under Section 106 of the
Town and Country Planning Act 1990 (as amended) and planning conditions. The package of controls will ensure that the necessary community and leisure facilities are delivered at the appropriate time.

9.2 The Section 106 Agreement and conditions will provide the legal mechanism to ensure that certain facilities and infrastructure are delivered by restricting the occupation of market dwellings until the required infrastructure is provided. A summary of the heads of terms of the Section 106 Agreement are set out at Appendix F. The draft agreement is now at an advanced stage of negotiation and drafting and, subject to agreement on points of detail, will shortly be ready for completion; a full copy of the section 106 agreement should be available on the day of the meeting. The agreed principles are, however, as summarised in the Heads of Terms set out at Appendix F.

9.3 Due to the long time period for the build out of the proposed development, and the need to retain flexibility in the way certain facilities are provided, it has been agreed with The applicant that while the mechanisms to deliver the necessary infrastructure and community facilities will be set out in the Section 106 Agreement and in conditions, a series of strategies should be drawn up setting out how the infrastructure will be delivered and providing more of the detail. The strategies submitted as part of the application are set out earlier in this report.

9.4 The strategies will be agreed and approved by the Council prior to the grant of planning consent and will be capable of being reviewed over time. There will be legal obligations to ensure that the development is built out in accordance with the strategies which will result in a flexible framework to enable the infrastructure package to adapt to changing circumstances and needs. It is important that the strategies are in an acceptable form, and set clear benchmarks and objectives, before planning permission is granted since they are one of the primary tools that will allow the quality of the development to be controlled over the development period.

9.5 The Section 106 heads of terms and the suggested conditions appended to this report are the result of lengthy discussion and negotiation between the officers of the Councils and the applicants, together with other service providers and consultees where appropriate.

9.6 The draft planning agreement contains a number of "boiler plate" provisions designed to protect the interests of the Council. The boiler plate is that part of the agreement that covers the whole document and the whole development, they are therefore non-site specific issues. Provisions include:
- a mechanism for dealing with Planning Gain Supplement;
- an approach that addresses the possibility that separate consents may be issued in relation to elements of the site, making sure that any dwellings built on the site count towards the various thresholds for the provision of public facilities;
- a basis for enforcing the agreement. As normal, planning agreements tend to be enforced by injunction. This is not a cost effective remedy for dealing with minor breaches and some alternative provisions have been included and will be amplified if possible.

The applicant have assured us that they own the land on which EQ2 is proposed to be built. However, so far, they have not provided legal evidence of this. Before any planning permission is granted the Council needs to be satisfied that any title issues are resolved. If possible, an update on the position will be reported to Committee.

10 KEY ISSUES

Analysis against Policy MDS5

10.1 Policy MDS 5 of the Dartford Local Plan Review Second Deposit Draft September 2002 advises that planning permission should only be granted if the criteria set out in the policy are met. I shall therefore address each of the criteria in turn to ensure that this is the case. My later comments in the report go into more detail on each of these issues.

The creation of a mixed use, public transport operated development in the form of a compact urban village.
10.2 The Land Use Disposition Plan and parameters plans submitted with the application demonstrate that the development will be orientated around the central Fastrack route with the village centre focussed on the bus stations. The creation of a mixed-use compact urban village form of development will be further assured through the various strategies and details to be provided as a requirement of the s.106 and conditions proposed to be attached to the planning permission.

The creation of a landform, which will provide a suitable environment for a new compact urban village

10.3 Part of the landform has already been granted planning permission earlier this year and I am satisfied that this together with future land forming works for the remainder of the Quarry will provide a suitable platform for development whilst also maintaining character of open space and impact of the existing landform.

A minimum of two thirds of the total gross developed floorspace to be residential use

10.4 The parameters set out the maximum total floorspace in the development, the maximum floorspace for residential and the maximum floorspace of non-residential units. The maximum floorspace for non-residential uses is approximately 27% of the total development floorspace and therefore residential uses will form at least two-thirds of the development area.

A substantial area of public open space, water-bodies and landscaping comprising a minimum of 33% of the site area, to be incorporated in the Kent Thameside Green Grid

10.5 The parameters which from part of the planning permission confirm that 33% of the application site will be open space. The section 106 agreement will ensure that this open space is available for public use. The Land Use Disposition plan demonstrates that the development can be accommodated with 33% of open space.

The provision of pedestrian and cycle network links into adjoining sites

10.6 These will be required to be provided through the section 106 agreement, the Transport Strategy and the Area Master Plans. The feasibility of providing routes has been investigated as part of the consideration of the application and the applicants will be required to ensure that they connect satisfactorily to the existing network.

One or more segregated east-west public transport routes as part of the Fastrack network between Ebbsfleet and Bluewater and Bean Road.

10.7 The schedule attached to the heads of terms included at Appendix F requires the provision of an east-west route. This is likely to be a phased provision as the development progresses so that initially it may connect into existing roads in order to provide an east-west route.

A concentration of the highest densities in locations best served by public transport

10.8 The parameters submitted with the planning application confirm that development within 400m of a primary transport stop will have the highest density. The detailed layout for this will be achieved through the Area Master Plans and reserved matters submissions.

Integration of new development with the adjoining uses at Bluewater and proposed at Ebbsfleet, and with the communities of Swanscombe and Knockhall.

10.9 This is discussed in the section above. This will be achieved through the creation of new routes and connections into the surrounding areas and the creation of facilities that can be accessed and shared by surrounding communities, such as open space, community facilities, services, sports facilities.
Provision of east-west routes integrated with the built form

10.10 As well as the east-west Fastrack route, the land use disposition plan and parameters to the application show a northern east-west route and a central route alongside Fastrack. The Transport Strategy explains further that these will not be direct routes in order to avoid rat-running and to ensure that Public transport is faster. I consider that this form of development is appropriate in a public transport orientated development.

The provision of local retail facilities that will not affect the viability or vitality of Dartford town centre or other centres.

10.11 Retail facilities will be provided within the proposed Market Centre and also smaller more local facilities within the village centres. It is intended that the Market Centre will serve the needs of the new community. A retail assessment produced by the applicants has been reviewed by both Borough and County Council officers and officers are satisfied that the level of retail floorspace proposed will not have a detrimental impact on Dartford town centre or other retail centres in the surrounding area. For Members information, the level of retail proposed in the application for the Market Centre had already been reduced as a result of earlier discussions on the EQ1 application. It is now considered that an appropriate level of retail is proposed.

The preservation and enhancement of any areas found to be of ecological or archaeological significance.

10.12 A Bio-diversity Action Plan has been submitted as part of the planning application in order to ensure that existing ecology is protected or satisfactorily mitigated against but also that the new development provides opportunities to encourage further diversity of species on the site. The planning application includes a parameters plan which shows clearly the areas to be maintained as ecological areas and nature reserves. I am satisfied therefore that the ecology of the site will be preserved where possible and enhanced across the site.

10.13 Much of the area which is the subject of this application is disturbed ground and therefore will have little of archaeological importance remaining. However, further investigation work is required on those areas where there is potential for remains but which have not been investigated due to difficulties in accessing all of the land. In this case, given the fact that the Masterplan has not been approved there is considered to be sufficient flexibility within the proposals to allow for the preservation in situ of the potentially extensive archaeological remains. As a result it is suggested that an Historic Environment Framework shall be approved and implemented prior to approval of any site wide Masterplan. I am satisfied then that the archaeological issues can be satisfactorily addressed before any work is carried out and therefore any areas of significance will be adequately protected.

Design Guidance

10.14 The scale of development within Eastern Quarry provides a unique opportunity to achieve a high quality and sustainable development, effective use of land density and vibrant communities through mixed use development.

10.15 I consider that it is important that in order to achieve design of a high standard this should be assessed not just from a visual viewpoint but also as good design in terms of creating a sustainable community, making the most of sustainable resources, and providing a quality environment for higher density living that has maybe not been achieved on such a large scale outside of cities.

10.16 The development brief flags up the need to provide a comprehensive design vision and framework to accompany any Masterplan for the site. However, the timescale of the development will mean that design will be subject to several changes in style and improving technologies. It would be inappropriate to prescribe a particular design solution at the beginning of the development, which would need to be stuck to rigidly over the next 25 years. This would only result in the loss of innovative design solutions, which could serve the area
best. Therefore the approach taken has been to establish different levels of design submissions which can be monitored and reviewed but allow flexibility over time whilst also providing control. Officers have spent some time with the applicants to ensure that the design submissions will reflect the process of development and that design guidance is approved in detail at the appropriate time. Considerable guidance has been given on the form that these design submissions should take.

10.17 In order to ensure this a sequence of submissions has been developed which are incorporated into the section and conditions, as attached at Appendices F and G. In summary, these require the submission and approval of a Site Wide Design Strategy, a Site Wide Masterplan, Area Masterplans and Area Design Codes, Sustainable Construction Design Code. Each of these is to be reviewed as necessary. I am satisfied that this will provide adequate guidance to achieve a continuous high standard of development across the site whilst allowing for flexibility and change to reflect best practice and changing markets.

10.18 The Site Wide Design Strategy has been submitted for approval as part of the planning application. This provides an urban design analysis summary of the site and sets out design principles against which all future submissions can be considered against, one of the core underlying principles being that a public transport orientated development should be created. I consider that this document will provide a good guide against which to consider all further detailed submissions and therefore recommend that the Site Wide Design Strategy be approved.

10.19 The resolution to grant planning permission in July 2005 included a requirement for a design code to be prepared for the first village. However, since then the application has evolved to provide more clarity about where development will start (East village) and the form this might take. In particular the Phasing Strategy and the Site Wide Design Strategy, to be approved as part of this application, set out sufficient detail to provide clarity in how the development will come forward. I am confident therefore that the approach for a Site Wide Master Plan followed by Area Master Plans and Design Codes is an appropriate one and that this detail can be provided post permission without any prejudice to the quality of design of the development.

Sustainability

10.20 Issues of sustainability and design are embedded in national, regional and local planning policies. The development of Eastern Quarry provides an opportunity for a sustainable pattern and form of development, major growth and regeneration, reducing the need to travel and promoting the efficient use of energy and other scarce resources in order to meet these policies.

10.21 The proposals seeks to create a sustainable development through the relationship being created between the mix, quantum and disposition of land uses and the density of development proposed; by seeking to create a public transport orientated development; by providing safe and desirable forms of travel and connectivity between on and off-site facilities; and by providing a full provision of facilities on-site which meet the needs of the community thus reducing the need for longer trips and to drive off-site. Strategies tied to the application provide detail on bio-diversity, transport, community and leisure facilities on site, landscaping and open space.

10.22 I consider that the application as submitted confirms that these aspirations can be provided for in the development. Further sustainability objectives can be ensured through the mechanism of the Section 106, strategies and conditions as proposed in this report. A sustainable development strategy has been submitted for approval which sets the framework for dealing with sustainable development during the life of the development and sets guidance for the detailed submissions to be considered against. This has only recently been submitted for consideration by officers and I will provide an update on this to Members at the Board. This document also addresses the issue of the Code for Sustainable Homes which Cabinet resolved the Eastern Quarry development should meet the higher standards.
10.23 In addition, I have required further detail to be provided through the suggested conditions which require the delivery of various Action Plans and more detailed design codes. Action Plans are to be provided with regard to water management, water conservation, waste management, a sustainable construction code is to be produced prior to reserved matters and this should set standards which the detailed developments have to meet. In addition strategies and a bio-diversity action plan have been submitted which provide further commitment to sustainability issues. The section 106 agreement also requires the landowner to appoint a sustainable development co-ordinator, which is also committed to in the Sustainable Development Strategy, whose responsibility will be to co-ordinate delivery of sustainability across the site, providing advice and an overview of the Action Plans and monitoring their effectiveness.

10.24 The development is on previously used land and has been designed on a strategic scale as a public transport orientated development where car use is discouraged. Detailed sustainable design issues will have to be considered as the detailed proposals come forward and will need to be considered against the Sustainability Strategy and the Sustainable Construction Design Code.

10.25 I am satisfied that the provisions within the section 106 agreement, the Strategies, Action Plans and the conditions will ensure that sustainability principles are incorporated into the design of this development but that flexibility is built in which will also ensure best practice across the lifetime of the development.

Land formation

10.26 Existing ground levels around the quarry and within the quarry itself vary significantly, and as quarrying is anticipated to continue until 2008 these levels may change further. Some areas of chalk will have overburden placed upon them and new areas of deep chalk will be exposed. The existing landform if left unchanged would not provide sufficient developable area to provide the amount of housing envisaged for the Kent Thameside area. In order to create an adequate development platform and to enable optimum design the applicant proposes to redistribute the existing stockpile of overburden material. Planning permission was granted at the Development Control Board on 31 March 2005 for the recontouring of ground levels for the eastern part of the site. The works covered 69 hectares of the site and involved redistributing some of the stockpiled overburden in the north part of the eastern half of the site into the deepest part of the quarry.

10.27 Along the western and southern boundaries of the site, there are existing high, steep cliff slope faces topped by lower and flatter cuttings in the overburden soil. The applicant confirms that there has been no reported history of instability of the cliffs, but that given the ongoing weathering and spalling of the chalk some local stabilisation works may be needed for some of the soil slopes. They advise that the need for stabilisation works will be minimised through a combination of further engineering studies and ensuring that the development is masterplanned in order to minimise risk.

10.28 In order to control the land forming on site that is not covered by the land formation planning permission granted in 2005, it is suggested that a condition be imposed on any permission requiring the submission of detailed information regarding working practices in connection with land formation, which will deal with issues such as the direction, depth and method of infilling, the location of site offices, ancillary buildings etc. This will ensure that the mitigation of any adverse effects is properly controlled and monitored, to the extent set down in the Environmental Statement.

10.29 In addition, it is suggested that conditions are imposed which require the landscaping and restoration of the site should any development work cease. These would relate to an interim period and to the long term, should there be no development on site. A restoration plan has been produced in connection with the planning permission issued by KCC for the quarrying works still underway at the site, but this will be superseded once the development starts on site and landforming connected to the development replaces the quarrying. A new restoration plan is required as part of the development.
Phasing

10.30 Quarrying operations are expected to continue at the western end of the site until 2008, ruling out development in this part of the site until after that time, unless the lease on the quarrying operations is surrendered early. The existing access to the site from Watling Street is used as a primary point of access for the quarrying operations and therefore the use of this access and the western part of the site is constrained until after this time.

10.31 The applicants have submitted a phasing strategy and confirm that work will start on the Eastern village with access from Southfleet Road. It is indicated in the phasing strategy that this village will be largely completed before work starts elsewhere on the site. The next village to be built out is the central village which will provide the market centre, education campus, playing fields, dual use sports centre and the KCC Life Long Learning Centre. If the work should start on the Western village (access served by a new road connection to Hedge Place Road roundabout) at the same time the transport commitments ensure that there will be access for the any properties to the market centre so that it does not become an isolated development.

10.32 The land adjacent to Southfleet Road is planned as predominantly commercial use and is likely to come forward as Ebbsfleet expands but is therefore likely to be a later phase of the development. However, as it is part of the entrance to the site for the access of Southfleet Road the applicants have indicated there may be temporary treatments to this area, such as landscaping in order to create an attractive and welcoming environment.

10.33 The phasing strategy sets out all the constraints that may affect delivery of the site and also the infrastructure and access requirements to serve the different parts of the site. I am satisfied that the phasing as proposed is acceptable and am advised that it is the preferred option for the highway authorities in the area, as it will have minimal impact on Bean junction in the early years of development allowing solutions to come forward for this area. It also ensures that the development is linked closely with Ebbsfleet. I consider that the phasing strategy provides a useful structure in considering future detailed submissions.

Access and Circulation

10.34 The Planning Brief sets out requirements for access and circulation of the Eastern Quarry site as a whole as follows:

- One or more segregated public transport routes east-west across site as part of Fastrack network
- Other bus services complementing Fastrack
- East-west vehicular route through site
- New access points
- Parking Strategy
- Travel Plans
- Safe, convenient and attractive pedestrian and cycle routes

All these requirements apply to the Eastern Quarry 2 proposal under consideration here.

The approach to transport

10.35 The planning application proposes a comprehensive and innovative approach to transport planning which deals not simply with the road network and how any impact can be mitigated but instead seeks to change travel habits by taking a comprehensive approach to creating a sustainable development where the need to use the car is reduced. The planning application therefore proposes:

- the creation of a new community with a land use pattern (e.g. comprehensive provision of community and leisure facilities, employment and services, all co-located and easily
accessible from the residential areas) which seeks to minimise the need for car trips within the site boundaries and reduce the necessity for trips to be made to external facilities.

- A network of public transport services based around a Fastrack spine which will provide an efficient alternative to the car.
- An internal road network which will discourage through traffic and the use of the car for short trips
- A system of checks and controls on the amount of vehicular traffic which crosses the boundary to the site. A number plate recognition monitoring system will record traffic levels and where necessary measures to reduce traffic will be applied in order to bring traffic levels down.

10.36 The following summarises the approach that has been taken, by the developer, the highways authorities and the Borough Council to dealing with the complex transport issues that are involved with a development of this size. It starts by explaining the analysis work that has been undertaken and submitted with the planning application as part of the assessment of the impacts of the development.

Transport analysis and assessment

10.37 A full transport analysis of the development has been undertaken by the applicant using the Kent Thameside (KTS) Model and supported by a Paramics Microsimulation to study the finer detail of the traffic flows in and around the quarry. A revised Kent Thameside model has been prepared whilst the EQ2 application has been under consideration but this has not yet been validated properly and has not therefore been completed sufficiently in time for the Transport Impact Assessment to be reviewed using this model. However, the earlier model uses slightly higher trip rates and in particular a higher proportion of trips coming out of the development rather than staying within it and therefore can be looked on as giving a robust assessment of the development.

10.38 As background, in assessing the transport analysis, the traffic flows along links (length of road between two junctions) on the local road system are not the critical issue within Kent Thameside, although they perform a useful measure particularly for Trunk Roads. Generally it is the junctions at the end of the links that are important. However, with limited exceptions very few junctions can be improved by making them physically bigger, although their operation may be improved by the introduction of signals or other measures. Therefore, if the developer can prove that the junctions can work satisfactorily, then it is accepted by the Highways Authority that the links will also perform acceptably. The proposed mitigation of the highway network which forms part of the application, therefore largely concentrates on the key junctions within the area.

10.39 The transport assessment makes assumptions that as a sustainable development the proportion of car usage will reduce as the development is built out and public transport improvements such as Fastrack are implemented. It is expected that towards the end of the development, the overall proportion of trips made by car will be reduced by 40% from earlier figures. Public transport, cycling, walking, car share and other modes of transport will all need to be encouraged and promoted. The development will be planned and managed to ensure car trips are discouraged and traffic levels generated by the development will be monitored.

10.40 The transport analysis, therefore, shows that the development will result in a considerable growth in travel, but with suitable highway improvements and the provision of an attractive public transport system, including Fastrack, the impact of general traffic growth in the long term can be managed, so that its effect on the roads surrounding the development can be minimised. A package of measures within the Transport Strategy has been proposed which will seek to achieve this aim. These improvements and management measures will be secured primarily through the Section 106 Agreement and the Transport Strategy.

Strategic Transport Planning across Kent Thameside

10.41 In assessing the planning application, Kent County Council and the Highways Agency have considered the residual traffic impact if all these measures are secured. They have
considered the applicant's own TIA and have also carried out their own traffic modelling. They have concluded that even with the car restraint measures in place, there will need to be substantial improvements to the wider transport network outside of the site in order to deal with the combined effects of the EQ2 proposal, other planned developments, and predicted growth in general traffic.

10.42 Because of the policy and practical difficulties in securing such a package of improvements by negotiating each planning application in turn, Dartford Borough Council officers have explored with KCC, the Highways Agency, Department for Communities and Local Government, Department for Transport and Kent Thameside Delivery Board the scope for a more strategic approach to funding the necessary infrastructure. The first stage in developing an approach was to devise and cost a package of transport measures, which would mitigate the impacts of the anticipated development in KTS, including EQ2.

10.43 From the work undertaken it has been possible to identify a list of schemes which at the present time appear capable of reasonably containing the transport impacts across Kent Thameside, but which cannot properly be fully funded by development. The schemes and the sources of funding to deliver them are shown in Appendix H. In relation to the EQ traffic impacts the following schemes are the most relevant:
(a) Bean interchange, including Watling Street roundabout. An improvement scheme for Bean Interchange has been prioritised for funding through the Regional Funding Allocation. Subject to appraisal and statutory procedures this scheme should be constructed by 2016.
(b) Upgrading of the A2/Ebbsfleet junction is required in connection with the Ebbsfleet development but other developments in the area, including EQ2, will put further traffic on this junction.
(c) A2 demand management on the links adjacent to Ebbsfleet and Bean.
(d) A226 London Road/B255 St Clements Way. This junction will be required to be improved between 2011 and 2018 even without EQ2. The County Council's proposed underpass scheme (still subject to design), to which EQ will contribute, will have sufficient capacity to cater for the EQ traffic. This will reduce congestion at the junction and as such provide improvements for the Fastrack and local bus services that need to pass through it.
(e) Urban Traffic Management and Control (UTMC) for KTS.
(f) Dualling of South Thameside Development Route 4 (which runs across the Ebbsfleet development site and is currently only single lane to serve the Ebbsfleet International Station traffic).
(g) Hall Road/Springhead Road junction further improvement.

10.44 A proposed framework has been devised to bring forward these schemes on a Kent Thameside basis, the essential elements of which are as follows:

I. Developments in Kent Thameside, including Eastern Quarry, will contribute to a common fund which is administered by the Local Authorities to implement a long-term programme of transport improvements.
II. The Government will also contribute to this programme, both directly in cash, and also by funding some schemes itself.
III. The basis for developer contributions will normally be a flat-rate tariff levied on each home consented (in the case of commercial development it will be negotiated case by case).

The Eastern Quarry application will be determined on the basis of a lump sum payment in lieu of a tariff. The applicants have offered a sum of £40m.

10.45 The contribution in relation to EQ2 will be required to be paid through the s.106 agreement. The agreement will also set out the governance arrangements for this funding in delivering KTS highway schemes. It is proposed that the decision-making remains vested in
the local authorities, as the statutory bodies in whom development control powers are vested, in order to ensure that the transport schemes which are required as part of an approved development are delivered. It is therefore proposed that the local authorities will retain overall control over the programming of the Kent Thameside infrastructure schemes, advised by Kent County Council and the Highways Agency. The programme will be reviewed at least annually and delivery targets adjusted as appropriate. This framework is incorporated into the s.106 agreement to be attached to this permission. A draft report which is due to be considered by Cabinet on 26 July 2007 and General Assembly of the Council on 30 July 2007 is appended to this report (Appendix I), which sets out in detail the proposals for such an operating framework.

10.46 The Highways Agency (HA) have been involved in the development of these proposals and it is hoped that by the time the Board considers this application, the HA's agreement in principle to the proposed arrangements will have been secured. An update will be provided at the meeting.

Local Transport Planning

10.47 As a result of the analysis of traffic impact, the developer is required through the section 106 agreement to provide mitigation as described in the following sections:

Accesses to the site

10.48 The application includes the improvement and creation of existing accesses into the site. The specific requirements for these accesses are set out in detail within the section 106 and summarised in the heads of terms (schedule 1) attached at Appendix F. The requirements include upgrading Hedge Place Road roundabout on St Clements Way, which provides access to Bluewater, in order to accommodate the new access to Eastern Quarry. This is likely to take the form of a signalised roundabout. A signalised junction with Mounts Road is required with traffic calming along Mounts Road to the east in order to deter rat running traffic from using this route. The existing access to the development site from Watling Street will need to be improved, and a signalised junction is proposed. Improvements to Southfleet Road south of the access to the development will need to be implemented in order to provide an appropriate link to the A2 and Ebbsfleet. Finally a vehicular and public transport link is to be safeguarded in order to provide access to the Northfleet West Sub Station (NWSS) site should this be developed. Such a link will discourage through traffic but will allow local connections and integration of the developments.

Fastrack and bus services

10.49 A purpose built corridor for the Fastrack priority bus route is to be constructed from east to west linking Ebbsfleet with Bluewater,. In addition to the Fastrack system, local bus services will also be supported, to provide public transport linkages between the existing community and key activities and the new development. Given the lengthy build out period of the development, the exact future of Fastrack services for Eastern Quarry and the local bus services cannot at this stage be determined fully and will evolve as development progresses. However, in order to provide adequate mitigation of the transport impacts of the development, as assessed in the Environmental Statement, the provision of the bus services as set out at Appendix F needs to be assured and therefore the section 106 agreement requires their provision. In order to retain some flexibility it has been left for the developer to determine how this may be achieved, for example by extending existing services, or running new services. In order to ensure the necessary level of service delivery, a framework Public Transport Plan has been prepared which sets out the details that need to be provided at the Area Master Plan stage and subsequently updated annually in order to ensure the provision of suitable public transport services, this includes frequency of the services, routing, etc. The Public Transport Plan will be updated on a regular basis as development proceeds, and the Section 106 Agreement will require service provision in accordance with the plan in place from time to time. The proposed conditions and Section 106 Agreement seek to ensure that all key destinations will be served by public transport services including Swanscombe High Street, Greenhithe Station, Ebbsfleet Station and Bluewater which will allow onward connection or be
part of direct routes to Dartford, Darent Valley Hospital, and Gravesend. It is anticipated that, in due course, Eastern Quarry will form just one element of a continuous Fastrack network. To this end it will also be important to ensure that Fastrack is integrated between EQ2 and the Sub Station site. The Fastrack route is to connect to Bluewater through EQ2 after crossing Southfleet Road as this allows for optimum access to Ebbsfleet. However, in order to ensure that Fastrack also serves the sub station site a bus stop is required, through the section 106 agreement, within 50m of the boundary between the two sites and shall be made available for use when public transport services use this route.

Pedestrian and cycle links

10.50 Pedestrian and cycle links will be provided throughout the development linking to the surrounding area and connecting the different areas within the development. This includes the provision for pedestrian and cycle linkages to the sub station site, which are required by the section 106 when the market centre and central community facilities come forward within the EQ2 site or, should this area come forward earlier, when there is built development within 150m of the boundary with the sub-station site. The Section 106 Agreement also obligates the provision of key pedestrian and cycle routes which are incorporated into the transport strategy. This includes provision for providing permissive ways through the site to replace those public rights of way lost to quarrying and to provide satisfactory crossings at the site boundaries in order to provide safe routes to adjoining areas. Other routes within the site will be expected to be shown on a pedestrian and cycle hierarchy plan to be produced as part of the Site Wide and Area Master Planning process. The section 106 agreement requires footpaths and cycleway connections to be implemented as development comes forward to ensure all properties have a connection to services and community facilities. It is intended that the Area Master Plan will set out the specific timing for these.

Transport Strategy

10.51 A transport strategy has been submitted by the applicants in order to guide the development. This sets out the strategic transport objectives for the site, the details of delivery and provides guidelines for detailed submissions to be considered against. One of the objectives for the transport strategy is to ensure that the development does not exceed the predicted traffic generation figures for the site and that car usage is reduced.

10.52 The Strategy forms a framework for the consideration of transport issues with regard to the development and also will be required to incorporate a Traffic Management Plan, a Site Wide Framework Travel Plan, a Parking Standards and Management Plan and a Public Transport Plan, the provisions within each being obligated by the section 106 agreement. The parking strategy required by the Planning Brief will therefore be provided for as part of the Transport Strategy. The applicant has committed to funding the requirements of the Transport Strategy as set out in Appendix.

10.53 As a part of the Transport Strategy the applicants are committed to monitoring traffic levels at the boundary to the site and provide funding for a toolkit fund which can be used to pay for measures to control traffic generation from the site and encourage the use of Fastrack and other public transport options. The implementation of the toolkit will be only become necessary should the monitoring show it exceeds traffic generation figures set out in the approved Transport Strategy. The fund will be administered by a Transport Review Group, which will be set up with representatives from DBC, the highways authority and the landowner. It will be this group that chooses which measure is the most appropriate to be applied or indeed whether it is necessary to apply any measures dependant on the analysis of the monitoring of traffic generated by the development. The toolkit measures might include work place car park charging, discounted fares, controlled congestion within the development, improved bus priority measures, increased bus frequencies and improved bus timetabling. It is intended that the toolkit and the success of any measures will be reviewed and monitored on a regular basis by the Transport Review Group. Whilst this provides for flexibility over the lifetime of the development, I consider that it also provides a robust framework for control of traffic generation by the Borough Council and the highways authority.
10.54 In addition, the transport infrastructure required to be provided as the development progresses, such as junction improvements and bus services will be appended to the Transport Strategy. The section 106 agreement will require implementation of this infrastructure at the appropriate trigger points. The infrastructure which is considered necessary to provide for the needs of the development and mitigate any adverse impacts is set out within Schedule 1 to the Section 106 Agreement Heads of Terms listed at Appendix F.

Summary

10.55 In conclusion, access and circulation for the development has been provided for within the application, the Transport Strategy and the details of the section 106 agreement. I am satisfied that the approach adopted does not materially prejudice other development in the area, or the development of the balance of EQ in particular.

10.56 In addition the off-site infrastructure requirements are to be dealt with on a Kent Thameside basis and the Borough Council will have some governance over programming of these projects with funding being achieved through contributions. The transport analysis for the development and the checks made on this are considered to be robust and it is believed that the growth in travel generated by the development can be managed, so that its effect on the surrounding area is minimised. Officers of both the Borough Council and Kent County Council have worked with the developer to create a transport strategy that will enable checks and balances to be implemented which will seek to ensure the predicted traffic generation targets are not exceeded.

10.57 I consider therefore that the transport impacts of the development are acceptable on the basis that the Transport Strategy is approved as part of any planning permission and that this should be granted subject to the section 106 agreement obligations (as summarised at Appendix F) and on the basis that a contribution of at least £40million is made by the applicant towards a strategic fund which will be used to bring forward a strategic transport programme. With regard to this, I would recommend that the grant of planning permission be deferred until the Council agrees the principles of an operating framework for the collection of tariff payments from other developments in Kent Thameside and with commitment from Government to fund those parts of the programme which cannot be funded by private sector contributions, and adopt a policy giving immediate effect to the tariff. This operating framework is to be reported upon to the General Assembly of Council on 30 July 2007.

Education

10.58 The Planning Brief requirements for the whole of Eastern Quarry are: 6 x 2FE and 1 x 1FE Primary Schools and a 1 x 6FE Secondary Schools. It should be noted that these requirements are for the whole of Eastern Quarry including the substation site.

10.59 Both the Kent Structure Plan and the Local Plan require new residential development to meet the needs of its residents in terms of education provision. The Planning Brief sets out specific requirements for Eastern Quarry based on standard calculations, current at the time of the Brief, that were used for all developments within Kent, both large and small in order to assess developer contributions.

10.60 However, in considering the EQ2 planning application for Eastern Quarry it was felt that given the scale of the development, the timescale involved and the need for the development to create its own community not dependent on the surrounding area, a different approach was needed. Such an approach should seek to ensure that the needs of the development would be met at the appropriate periods of development, and that it would stand the test of time as demographics changed, the aim being that it would be a state of the art provision that promoted dual use and co-location with other services.

10.61 To this end, extensive research and modelling has been carried out by Kent County Council (as the service provider) and the developer working together to produce agreed forecasting estimates for the development over the period of the development and beyond in order to ensure that the right school facilities are available at the right time. The outcome of
10.62 In addition, it is recognised that education requirements for a sustainable community are not limited to school place needs. Education options should be available for a lifetime, through the extended school agenda. As such provision has also been included for formal adult and further education, as well as the informal learning opportunities that may be provided for through the community centres.

10.63 The applicant has suggested that there is existing capacity within local schools to absorb the additional demand for secondary school places during the earlier phases of development. Due to changing demographics and school roles the County Council now agrees with this position that there will be sufficient capacity within local schools to meet this demand. A change from the position reported in 2005 is therefore that a through school is no longer required in the first phase of development in order to provide appropriate local capacity at secondary school level.

10.64 However, in terms of the sustainability of the development, the need to support community development and reduce the need to travel, I consider it is important that core facilities are available within a reasonable timescale. The first primary school will be brought forward as soon as possible after commencement of the development, after the necessary formal processes have been completed under the Education Acts to create a new school entity. A second primary school and secondary school will be master-planned for the central village, in an "Education Campus". The secondary school has been planned to be able to be capable of accommodating (by expansion) the need for places on the balance of EQ. The education campus needs to be in place at an appropriate time, so that pupils can opt to be educated locally rather than being forced to travel elsewhere which would in turn undermine the ability of the school to establish itself effectively. The campus is also intended to provide an important hub within the community and it is important that it is available within a reasonable timescale in order that the community can access the dual use facilities.

10.65 The educational requirements for the development, which have been agreed with the applicant, are therefore summarised below:

Urban Learning Campus

The Urban Learning Campus located in the central village is required in order to provide for a focus for a range of community learning opportunities including primary, secondary education, adult and further education. It will also provide for shared sports and arts provision. The Urban Learning Campus will consist of:

(a) Education campus made up of a 2 form entry Primary School and up to a 6 form entry Secondary School (with capacity to expand to 8 form entry to accommodate the pupils of secondary school age from the sub station development)
(b) Life Long Learning Centre providing for adult education, youth services, social services and other community services delivered on behalf of KCC. (See the Community Facilities section below for more detail)

Village Primary Schools

Primary schools will form the hub of each community within the development. Three will be provided within the EQ2 application area, one in each of the three villages. The school in the Central village will from part of the Education Campus (above). (It is intended that a fourth primary school should be provided as part of the Northfleet West Sub Station site).

Each primary school will need to be provided with:
- Separate buildings and playgrounds for infant and junior;
- LEA Maintained nursery facilities; and
- Multi-Agency Facility (see below)
The first primary school to be built in the East Village will probably be built in two phases starting as a one form entry school and expanding to two form entry as the population on the development grows.

Multi-Agency Facility

A multi-agency space of 120sqm will also be provided at each primary school site. Their purpose is to provide a high quality facility on one site that is easily accessible to parents and will be used by a range of different services that are complimentary to the primary school setting. Services include family liaison, drop-ins for families with assessed needs; parenting support and skills work; supervised contact and parenting forums for example.

Interim Secondary Education provision

In the early years of the development, before the construction of the secondary school at the Education Campus, pupils of secondary school age living in the development will need to be accommodated. KCC has confirmed that this interim provision will be provided within local schools in the early years of the construction period.

Adult Education

Following the principles of “dual-use”, and the increasing practice of central government to see schools operating as “extended schools” (with facilities made available to the local community where this is not incompatible with the primary function of educating children). It is expected that the school buildings described above will be made available for adult learning. In addition there will be adult education provision within the Life Long Learning Campus (see the next section of the report).

10.57 Agreement has been reached on the timing of delivery of the educational facilities. As outlined above, there are statutory processes that must be completed before a new school can be formed, and the outcome of these processes (and the time taken to reach a conclusion) is never certain. It is not possible or practicable, therefore, to fix firm dates for completion of the school buildings at this stage. Instead, the section 106 agreement will set the point in the development at which the statutory process is to be commenced. The agreement will then require provision of the school facilities within a set timeframe (based on housing occupations) from the date of the positive outcome of the relevant statutory process. This will be monitored by the Education Review Group, a body made up of equal representation from both parties, and set up through the s.106 agreement to oversee delivery of education facilities at the right time. An Education Delivery Strategy has also been prepared with the intention of it being approved and it will be one of the annexes of the planning agreement.

10.58 The section 106 agreement also sets out details of how the schools will be procured. For the first and third primary schools (in the east and west villages) The applicant have committed to provide the buildings in accordance with the mechanism summarised in paragraph [10.32] above. For the Education Campus in the Central village, The applicant will be able to elect whether it will build the facilities or whether it will offer an agreed sum of money to KCC to chose to build them.

Summary

10.59 The provision of high quality education facilities is a key requirement of ensuring that Eastern Quarry becomes a successful settlement. The work carried out by KCC and the applicant has been extensive and the requirements set out within this report and required by the revised Section 106 Heads of Terms has meant that KCC have exceptionally, accepted the provision of long leasehold land (that allows for flexible community uses throughout the full day and year to accommodate the government agenda for extended school use) for the education facilities. The package will allow for the emerging education needs of the development to be met in accordance with strategic and local plan policies together with the
objectives of the Planning Brief. The Education Review Group will keep a watching brief on the development and its education needs, with the ability to alter the timing of delivery of the schools to best meet the needs of the new community.

Community Facilities

10.60 The Planning Brief requirements for the whole of Eastern Quarry are:
- 5 x Community Halls
- Temporary community hall
- 2 x places of worship
- 2 x health centres
- 1 x library
- Social services facilities

Adult Education Facilities
Youth and Community Facilities

10.61 In order to create a sustainable community new development needs to provide facilities that support and meet the needs of all sections of the community. The development therefore also needs to be supported by an appropriate range of community facilities, conveniently located to the population they are intended to serve. Without this the impacts of the development would not be satisfactorily addressed. In addition the facilities need to be clustered and located as centrally as possible in order to maximise access from the surrounding areas but also to ensure that they can be well served by public transport. The Council and the County Council have therefore sought to ensure that community facilities are centrally located on public transport nodes and are co-located with other facilities.

10.62 The Environmental Statement submitted in support of the application states that provision could be made for 50,000 m2 of community floorspace including provision for secondary and primary education.

10.63 A detailed assessment of potential infrastructure requirements has been undertaken by officers in consultation with a range of service providers including Kent County Council and the Health Authority. The specific requirements are set out in Schedule X to Appendix F. The overall aim in identifying these requirements has been to ensure that the needs of the new population are met, community development is encouraged and the quality of life of residents is enriched. The facilities seek to encourage social interaction, avoid isolation particularly of vulnerable groups and reduce dependency by enabling communities, families and individuals to support themselves.

10.64 The final requirements have been derived by having regard to: forecasting estimates; adopted standards for service delivery; the nature of the development; the scope to share and integrate facilities; and facilities serving similar sized communities elsewhere. Reference has also been made to the KCC Contributions Guide, which KCC has prepared to provide a tariff for all contributions which they require to deliver the services considered necessary to serve new developments. It has been influenced by the opportunity to provide innovative forms of community facilities that will help to give the development a sense of place, while offering convenience and value to local residents. The requirements have therefore been refined and have moved away from the very basic requirements set out within the Planning Brief. However, I consider that the provision set out in Appendix F will provide a high standard of facilities to create a sustainable community in its own right.

10.65 Following discussion it has been concluded that the best way to provide community facilities is on a "hub and spoke" principle for Eastern Quarry 2. As there is to be a single market centre serving Eastern Quarry, with two main residential villages on either side, it has been agreed that the provision of community halls will consist of a central hub facility in the market centre supported by smaller spoke facilities located in the east and west "village" centres. The key requirements are set out and discussed below.

Life Long Learning Centre
10.66 This should be a fully integrated service centre providing library, adult education and youth services with virtual links to the Health and Social Care Centre. The Centre (being the "hub" discussed in paragraph [10.40] above) will need to serve the whole of the development and is likely to be best located close/adjacent to the Education Campus or within or close to the Market Centre. This facility will be provided on a peppercorn long leasehold arrangement to KCC. The Life Long Learning Centre will include provision for: a library; adult education; ICT suite; meeting rooms for support groups; dedicated youth facilities; non-clinical social services; reception area; access point and cafe; toilets/changing; and storage. The centre will be based on flexible design principles with room dividers so that spaces are capable of being increased/reduced in size and used for a wide range of activities/events by different groups and sectors of the community.

10.67 In an effort to reduce the floorspace requirements and pressure on other community facilities elsewhere, maximise usage and efficiency of space and thereby create one central fully co-located facility, KCC have agreed to accommodate additional uses/services within the Life Long Learning Centre, without increasing the size. These additional services will include the 168sqm for Adult Social Services non-clinical elements and the 150sqm to provide for the elderly and those with learning and physical difficulties, both of which were previously to be accommodated as part of the Health & Social Care Centre and the village halls when the application was reported to Development Control Board in 2005.

10.68 The size of the life long learning facility has been agreed by KCC with the applicants at a maximum floorspace of up to 1475sqm. KCC are keen not to constrain this provision any further due to an increased range of services now being accommodated within this building. At the time of writing the report, the applicants and KCC were still in discussions whether this should be an external floorspace measurement or an internal floorspace calculation. The difference is about 10% in area and KCC are keen not reduce the floorspace any further as they argue it will impact on service provision. I consider that KCC have gone a long way to amalgamate their service provision and this level of floorspace as an internal calculation is not an unreasonable request. In addition, it should be noted that this is a master planning requirement and therefore KCC are reserving their position for the future. At the detailed design stage it may be that the building can be designed to a lower floorspace dependant on requirements at that time.

10.69 I consider it important that these core facilities are available within a reasonable timescale in order to support community development and promote the learning agenda. The programme and triggers for delivery of these facilities has changed since the July 2005 resolution at which stage timescale had not been agreed. The applicants suggest provision at 2500 dwellings, i.e. ideally at the same time as the first phase of the education campus but this would be close to an 8 to 10 year wait and officers have advised this is too long. The applicant has indicated that it may be possible to deliver this at 2000 dwellings or earlier but that it may be remote from dwellings. Although I consider that the detailed master planning should be able to phase development in a way that facilities are provided at an appropriate time and manner that does not leave them isolated. Interim facilities are therefore the solution.

10.70 In order to ensure that there is an appropriate range of services during the early phases of the development I consider it important that interim facilities should be provided. In order to encourage community development and a sense of place, Eastern Quarry should have its own range of facilities. The community halls proposed will not be of sufficient size to provide for the formal/dedicated space requirements for library, adult education and youth services and the applicant will not make them available for sole use for the provision of the multi-agency services. The applicants have now therefore agreed to the provision of temporary space (of 200 square metres) for interim facilities to accommodate the necessary service provision prior to the opening of the permanent Life Long Learning Centre and this has been provided for within the section 106 agreement. I consider this is a suitable compromise in order to encourage new residents to use facilities on site in the early years of the development and therefore develop habits early on which minimise car usage.

Library
A library is to be provided as part of the life long learning space. The Life Long Learning Centre concept is dependent on having a substantial library as a key component, where it will complement adult learning, youth and other community facilities. In order to achieve effective joint use with the secondary school it is also important that the lifelong learning centre is convenient to the school. KCC advise that the objectives of co-location in service usage terms would not be achieved if the library was physically separate from these complimentary uses and the floorspace savings could not be achieved. The library is therefore an intrinsic part of the life long learning centre. However, in order to reserve the position for the future, should the library be built separately, a greater floor area will be required within the secondary school building in order to accommodate an additional library to serve the school.

Village Community Halls

The "spoke" facilities are essentially community halls to be located in the local centres of the East and West villages. Each of the two "spokes" shall provide for a multi functional space to include main hall; flexible smaller activity space; meeting space; reception area; kitchen; toilets and storage. It is intended that the community centres will be at the heart of each village and will form a focal point for community life. They should provide for informal recreation, community and cultural activities. Community halls are intended to provide flexible accommodation for small and larger gatherings of people of all ages for a range of activities including adult learning and youth facilities. KCC have requested that the toilet facilities in the community halls will be fitted out to meet the needs of severely disabled users, so that they are accessible to all sections of the new community.

Health and Social Care Centre

Lengthy discussions have taken place between the applicants, the Primary Care Trust (PCT), the Borough Council and the County Council in order to determine what health and social care facilities are required to serve the proposed development and how these will be procured at appropriate times in order to ensure provision for the new community. When the application was last reported to DC Board in July 2005 the PCT was seeking a health and social care centre of some 3,000m² which included an element of social services space and this was included in the resolution to grant. This area also included provision for the Northfleet West Sub Station site. Since that time officers have concentrated on the need to deliver services for the EQ2 application site only. In addition, the PCT, on further analysis and evaluation of the service provision costs, has reduced its requirements to closer to 1700m², which is broadly in line with the requirement in the Local Plan Review which has a requirement for 1687m² based on 6250 houses. The Primary Care Trust have been unable to provide any commitment to being the service provider for such a health care centre and therefore it was considered by all other bodies involved that it would be better to ensure that the provision of health care services became an obligation on the developer to provide the facility to serve the needs of this development. The applicant has modelled their offer of provision on a similar facility which is has been developed in Bristol and which is used as an exemplar on the Department of Health's website, which has a floor area of 1460m². However, final provision will be dependent upon relevant standards at the time of delivery and the requirements of the occupier.

The obligation upon the landowner through conditions and the section 106 agreement, therefore, is to masterplan for the health and social care centre and to market the site to potential occupiers (such as existing GP practices) from 350 dwellings. The current proposal which forms part of the application is therefore a commitment to build it to the specification and size agreed with an occupier, providing space for up to 8 GPs as well as space for clinical social care provision. Once built the applicants will let the building at a market rent which is to be set by the district valuer and therefore will be based on similar healthcare uses. I am satisfied with this offer in principle as I consider that this will achieve the provision of an appropriate facility at an affordable cost to the occupier. However, I am concerned that if for any reason the PCT will not fund the district valuer's rental level or the overall package is not appealing to occupiers that site might remain marketed but
undeveloped for some time. I have also suggested therefore a condition requiring that the
developer has to provide a permanent GP facility at 3500 dwellings in order to ensure that
there will be a time when the facility is definitely provided, otherwise the condition will require
development to stop. In addition, I have suggested that a health impact assessment of the
development is carried out at 1000 dwellings so that, where the health care needs of the EQ2
community are not being met, the Council has an opportunity to require this to be facilitated
on or off the site in order to meet the needs of the development.

10.75 The Health and Social Care Centre was originally envisaged in the 2005 resolution to
be located with the Market Centre. However, this area of the site requires significant
landforming and, as the first village is likely to be substantially built out before this area is
started, the land for the health facilities may not even be available until some 2000 dwellings
have been built out. A temporary facility has been considered, however, this is not considered
to be an ideal solution for so many dwellings and it would then create masterplanning issues
in the first village, (for example, when the health centre relocates to a large unit, an area of
land would be left vacant leaving a gap in the new village centre). On further consideration
the applicant now proposes to masterplan for the health and social care centre in the East
village, this can either be for a 5 doctor surgery with a satellite facility elsewhere on the
development or a full 8 GP surgery located here. This will allow for phased provision of health
services in a modern building in the heart of a local centre. It's location in East Village will also
assist in creating community for this first village with good quality permanent facilities which
will create a focus for the new community. For these reasons, therefore, I consider that the
location of the health and social care in the first village will benefit the new community and is
therefore an acceptable location.

10.76 It is expected that the accommodation will include: up to 8 GPs;; minor surgery
facilities; minor injury treatment rooms (particularly important on a large construction site, as
this will reduce pressure on Accident and Emergency at the hospital); multi function rooms;
visiting specialists; rehabilitation area and occupational therapy; pharmacy and social
services.

10.77 The original request for support, via Section 106 negotiations, for health provision
from the Primary Care Trust and the Health Authority included hospital wards, ambulance
station and contributions towards Health Impact Assessments and emergency services during
the initial phases. Following a series of meetings with the applicants and officers the
requirements have now been reduced to simply the delivery of a single Health and Social
Care Centre. The early representations by the PCT and the health authority have now been
superseded. However, the PCT has been unable to confirm to the Council that they will be
able to allocate enough funding to pay for the operation of such a facility. The current
proposal, therefore puts the onus on the landowner to deliver this facility and therefore I am
comfortable that this facility is likely to be delivered at an appropriate time to serve the
development.

10.78 Kent Social Services also provide an element of clinical-related social care which is
ideally based within a health centre enabling a comprehensive provision of health-related
services in a single location within the community . This is the model of social care that KCC
are seeking with regard to all new health care facilities. In order to facilitate this within a health
centre that is likely to be brought forward by a private company, KCC have requested a
contribution which they can use to rent space in the new health and social care centre. The
applicants have agreed to a contribution of £500,000 towards this service provision, which
KCC advise should allow rental of floorspace for a period of 20 years and this is incorporated
into the section 106 agreement.

Place of Worship

10.79 The Planning Brief sets out the requirement for the provision of 2 places of worship
within the development and this is supported by the responses to consultation. However, at
this stage it is difficult to predict the nature of the places of worship required to serve the
development. For instance, it is uncertain which denomination will take these on or whether
in fact it would be better to provide ecumenical centres, which could be used by a range of
faiths. I consider it important that, in order to ensure the policy requirements are met for the
development, sufficient land is safeguarded and made available for development of places of
worship. This application therefore includes the provision of land to be made available for
church use and the buildings upon them to be provided by the relevant church group at the
time. The Community and Leisure Facilities Strategy will set out the timing for provision of the
first place of worship and indicate how this is likely to be facilitated and managed. This
mechanism will be enforceable through the section 106 agreement.

Police

10.80 Kent Police have responded to the application since the resolution to grant in July
2005; this resolution included within the heads of terms support for the police in terms of
officer resources for the development. The detail of this was unspecified as at the time
officers had not received any response from Kent Police with regard to their specific
requirements. However, further to the consultation on the revised planning application in
August 2006 Kent Police have responded seeking a contribution towards the capital costs of
providing additional policing services for the development, which include additional office
accommodation, custody facilities, start up costs for new officer and miscellaneous capital
costs. The contribution is based on a formula which Kent Police have developed (along with
other police authorities) and they advise has an evidential base. The amount sought towards
capital costs is therefore £2,031,250.

10.81 They are also seek a contribution towards revenue costs until such time as funding is
obtained from central government to meet the needs of the new development. The revenue
costs only therefore relate to the first three years of development and therefore the sum of
money sought is £156,687.

10.82 The Police advise in their response that the money will be pooled with other
contributions received in the local area and used to provide additional facilities to provide for
the additional police services required to meet the needs of the new development. They have
advised that in the case of Eastern Quarry the money will be used towards the fit out and
expansion of the new Police head quarters currently under construction in Northfleet.

10.83 Members may want to note that since the resolution to grant planning permission in
2005, the Kent and Medway Structure Plan 2006 has been adopted. This includes Policy
QL12 which seeks provision to be made for additional community facilities which are needed
as a result of the new development and growth in the community. The Policy advises that
development will not be permitted until the basis for funding the community services has been
agreed. Community Services are defined within the policy as including police and emergency
services.

10.84 The applicant has currently included within the planning permission the provision of a
room within the market centre which shall be available for the exclusive use of Kent Police
should they want it. Alternatively they suggest that a cash contribution could be offered in lieu
of this. However, Kent Police argue that this provision is inadequate and inappropriate to
cater for the policing needs arising from the development. They advise that the development
will create additional demands on police resources in order to ensure safe places are
achieved. Without a contribution to provide for this the additional need that they anticipate the
Police, therefore, maintain an objection to the application.

10.85 This representation has only been received recently and the detailed request for the
amounts has in fact only been received as this report is being written so the applicant has not
had an opportunity to respond and indeed I have not had an opportunity to consider this as
part of the overall package of community facilities at Eastern Quarry. I will provide an update
on this matter at the meeting.

Design of facilities

10.86 Community facilities will need to be conveniently located and designed to a high
standard. They should allow for the sharing of space and usage by a range of groups. Their
design should take safety, security and accessibility issues into account. It will be for the masterplan process to consider where the community facilities should best be located/co-located but it is anticipated that the larger facilities will be located close to the market centre with more localised facilities provided within individual village communities. The key will be to demonstrate that the level/location of overall floorspace provided is capable of meeting potential demand at an appropriate time.

Summary

10.87 Facilities will need to be phased to meet the needs of the new community as it comes forward. The requirements for the provision of such facilities is set out within the schedule to the Section 106 heads of terms. These issues are also to be addressed as part of the Community and Leisure Facilities Strategy.

10.88 Overall, I consider that the proposal will meet the needs of the development and also comply with the planning policies which guide such provision. The Community and Leisure Facilities Strategy obligated by the section 106 agreement goes further by putting detail on some of these requirements in terms of management and details of implementation, which will ensure the provision of such facilities on the ground as the development progresses. The section 106 agreement allows for the management of such facilities to be either through the landowner, private management company or the Borough or Town Council. Any such bodies therefore having the ability to negotiate their own terms with the landowner in taking on the cost of such a building. The important planning principle is that appropriate facilities are provided in a timely manner for the benefit of the proposed residents and I am satisfied that the proposed arrangements achieve this.

Open Space/Sport/Recreation

10.89 The Dartford Borough Local Plan Review sets out standard requirements for open space, play space and sport provision and these requirements were reproduced within the Planning Brief. In terms of recreational facilities, the Brief requires:

- 5 x Sports and Leisure Centres;
- General provision for Community Woodland and 33% of the site to be open space which is to form part of the Green Grid
- 1 x Major Urban Park (incorporating neighbourhood and local play spaces);
- 7 x Local Parks (incorporating neighbourhood and local play space);
- 15 x Neighbourhood play space (incorporating local play space);
- 36 x Local play spaces;
- 17 Playing fields; and
- 9 Allotment areas of 16 plots each

10.90 The Brief sets out the requirements for the whole of the Eastern Quarry area, i.e. including the sub-station site. It acknowledges that these requirements are based on a purely mathematical calculation for 7,250 units and therefore the requirements indicate the scale of needs, not the eventual form of delivery. It advises that some of the smaller spaces will be capable of "nesting" within the larger spaces. The numbers of facilities are not fixed and should not preclude innovative approaches to the design and delivery of provision.

10.91 In considering the planning application it became clear that these requirements were more relevant to smaller developments and the aim of the policies was to ensure a minimum level of provision, possibly through contributions to off-site facilities and also where there was little opportunity to aggregate facilities across a wider area. In the case of Eastern Quarry,
there is the opportunity to create a greater range of open spaces and leisure opportunities. Extensive background work was carried out by officers from both the Borough and County Councils together with Sport England into the specific formal and informal recreation needs of the future community based on the existing situation in the surrounding areas and the central government objective to increase participation in sports and outdoor activity in the future. This background work and discussion has refined the requirements for open space and formal recreation provision in order to meet the needs of the development and is reflected in the requirements set out in the Section 106 Heads of Terms.

Open Space/Informal Recreation

10.92 Policy MDS 5 and the Planning Brief require 33% of the application site to be allocated for open space uses, including public open space, water features, and landscaping. It is confirmed in the parameters submitted with the planning application that at the end state of the development a minimum of 33% of the site shall be open space. However the parameters submitted with the application do not confirm that the open space will be for public use and therefore clarification on this has been sought through the section 106 agreement and the Strategies. The broad disposition of open space proposed by the application includes: north-south links through the site providing green areas bordering each village; ecological and natural reserve areas, including Craylands Gorge; a northern park and east-west Green Grid link providing a wildlife movement corridor, informal recreation, and an attractive corridor for pedestrian and cycle movement linking to areas outside of the site; the retention of the existing open areas along the cliff tops, both to the north, south and east. In addition, the open space provision incorporates the lake (which is required to balance the water levels in the quarry) and an urban park is to be provided adjacent to the lake in order to provide for informal and formal recreation.

10.93 The application proposes two main areas for informal recreation - the major urban park in the north of the site and a larger park to the south adjacent to the lake, as well as Green Grid links across the site.

10.94 Following concerns expressed by Swanscombe and Greenhithe Town Council, the applicant reviewed the form of the open space to the north of the site. This has resulted in a significantly larger Major Urban Park ("the Northern Park") in the north west part of the site, an area of approximately 46 acres, and has also increased the separation between the northern spine road and the existing Manor Road and Durrant Way dwellings. As a part of the discussions on the proposals the applicants have also carried out extensive work to demonstrate what form the open space might take and this has been incorporated into the Landscape and Open Space Strategy. This shows the northern park providing a mix of ecological areas, informal open space, possible reuse of Western Cross Farm for community use, a north-south green wedge linking the northern park to a park in the south incorporating the lake and therefore allowing for water-based recreational activities. In addition, local and neighbourhood parks will provide more direct access to open space for each of the villages proposed. The Northern park will therefore provide a high quality urban park which meets the needs of the development and is also accessible for the existing community.

10.95 The proposed development can accommodate within the site the necessary range of open spaces appropriate for a new community of this size also enhance and compliment the open spaces available in the surrounding area. The open spaces will provide a key link in integrating the existing communities with the new, providing an asset for existing residents as well as new.

10.96 The open spaces are to provide for both formal and informal recreation, allowing for green routes through the development for both pedestrians and cyclists which will in turn create links between the proposed villages, the existing communities surrounding the site, the new developments proposed adjacent to the site such as at Swanscombe and the surrounding open spaces. A concern of consultees is the minimum distance given in the application parameters for the north-south open space as 10m. This is seen as a minimum width at pinch points not the whole width of the space. The Landscape and Open Space
Strategy clarifies this and I am satisfied that the open space will be useable. It will therefore contribute a key element of the Green Grid objectives for Kent Thameside.

10.97 The Planning Brief based on normal Local Plan requirements seeks nine allotment areas of 16 plots each, whereas the applicant proposes one area of 16 plots plus retention of the existing allotments on the site. The Brief requirements are based on a purely mathematical calculation for 7,250 units, however 9 allotments sites would significantly reduce land available for other open space activities open to all. I consider that provision of allotments should be based on need.

Formal Recreation

10.98 In order to maximise the use of land on the site the principle of dual use of playing fields and a sports hall with the secondary school has been discussed and agreed subject to the management details. This is considered to be an appropriate way forward as it provides an enhanced level of facility, which minimises landtake, by not providing what is essentially the same facility twice. This is particularly important on this site which has a sloping topography and therefore the provision of large areas of flat playing fields is difficult to achieve without impacting on the visual amenity of the landform and increasing pressure on the density of development on the remainder of the site. The requirements for formal recreation to serve the development are set out in detail within Schedule 2 of the Section 106 Heads of Terms attached to this report at Appendix F, which will be encapsulated into the Community and Leisure Facilities strategy.

10.99 Nine playing fields are required in total to serve the development. Five of these are to be dual use facilities to be provided as part of the Education campus and will come forward at the same time as the secondary school. The remaining four will then come forward at the beginning and the end of the development to provide an overall strategic provision. Two are to be available at 1800 dwellings; these are to be provided on-site or off-site within close walking distance. Although these two may be provided on-site in the short term whilst land is available, they could then be relocated to a site within walking distance of the development. After the dual use provision, a further two playing fields are to be provide at 6000 dwellings and these can be provided on site or off-site within an area of search up to 2.5km from the site. If the developer identifies an appropriate site but cannot secure provision a contribution will be made available for the Council to bring forward such facilities. Overall at the completion of the development there will two playing fields on-site or within walking distance of the new development, 5 playing fields at the education campus and a further two playing fields provided on-site or within 2.5km unless no pitches are available in which case a financial contribution will be made. In addition, there will Multi-use Games Areas and Tennis Courts/Netball courts provided on site.

10.100 The provision of formal play spaces has also been discussed and agreed with the applicant and set down within the Section 106 heads of terms. This is based on the Local Plan requirements for such spaces but takes into account the scale of this development which allows for a better more sensible provision of such spaces than would normally be achievable on smaller development sites. The scale of the development allows the location of the parks and play spaces to be planned across the site so that walking distances for residents are minimised allowing ease of access for all to play space. It is intended that the play spaces in the parks will be supplemented by smaller play spaces for under 8s, which are actually designed as part of the street scene. I consider that this is an appropriate way forward and will meet the requirements of the development and the objectives of the planning policy.

10.101 Finally some flexibility for formal provision has been provided within the requirements in order to allow for changing fashions and lifestyles and also to provide for the Sport England objective of increasing participation in outdoor activity. Not everybody is likely to become involved in traditional team sports and therefore the requirements include the provision of formal recreation provision within the parks, such as a climbing wall or trim trails, but allow the precise provision to be agreed at the appropriate time.
10.102 Some consultation responses have highlighted the desirability of providing a swimming pool to replace a local facility lost some years ago. Sport England advise that this site would not be large enough in itself to sustain a swimming pool and I do not think that this would be a reasonable planning requirement (as advised in the Circular) related to the needs of the development. Such a facility is not a requirement in the Planning Brief and does not form part of the application.

Green Grid

10.103 The objective of Green Grid is to raise environmental quality, provide an attractive setting for new and existing development, accommodate leisure and recreational needs, provide movement corridors - especially for cycling and walking - and provide an ecological resource. Eastern Quarry is one of the key elements of the Green Grid network and therefore it is important the Green Grid provision is fundamental to the design of the development. A substantial part of the Quarry development will be accessible open space, and therefore the development provides an important resource for the accommodation of open space. The management of this space will be ensured through the strategies and required within the section 106 agreement.

10.104 The other important objective of Green Grid is to provide and enhance north-south and east-west linkages, which connect to the wider Thameside Green Grid. I am confident that these linkages can be provided across the site. Indeed the east-west linkage is clearly shown on one of the parameters plans. The north-south linkages can also be provided within the north-south open spaces shown on the parameters plans but these linkages are further supported by the incorporation of permissive ways which form routes through the site and connect to existing footpaths. The aim is that these will connect with existing routes outside of the site, where linkages are poor the heads of terms include requirements to provide connections for pedestrians and cyclists in order to make sure these linkages.

10.105 The final objective for Green Grid is to avoid the appearance of continuous built frontages. The retention of a green wedge between Knockhall and Swanscombe and the new development, in the form of the northern park and the ecological corridor ensures that this objective will be met.

Summary

10.106 The package proposed by the applicants accords with the requirements identified by officers of both this Council and the County Council, as well as Sport England. This sets outs the minimum provision required to meet the needs of the EQ2 development but also allows flexibility in terms of provision on or off site and dual use. The applicants have agreed to the provision of open space and recreation facilities set out within Schedule 2 to the Section 106 heads of terms as attached at Appendix F. The open spaces, such as the Northern Park, ecological areas and southern park are also shown on the submitted Land Use Disposition Plan and further detail is provided within the Leisure and Open Space Strategy.

10.107 The management of all open spaces and sports facilities, both formal and informal, is required by the section 106 agreement in order to ensure that such spaces continue to be managed to an appropriate standard. The section 106 agreement also includes an option for such facilities to be transferred to the Borough or Town Council if they so wish to take on the facilities. If they chose not to take these they will remain under private management companies for the foreseeable future.

Landscape

10.108 The applicants have submitted a Landscape and Open Space Strategy as part of the application submission, which sets out the character areas of the landscape within the development, the strategy for delivery of this open space, advance landscaping and temporary landscapes, access within the open space and Green Grid, biodiversity and the management of open space.
10.109 The management of the open areas and the public realm in general is also a key consideration in ensuring that they fulfil their roles and also the success of the scheme. This requirement has been built into the section 106 agreement in order to ensure long term management of landscaped open space. A public realm and a public art strategy have also been produced and are submitted for approval.

Public Art

10.110 A separate strategy has been submitted with regard to the provision of Public Art on the site, which I consider to be an important element in creating a sense of place and making the development recognisable and easy to navigate for those using it. The strategy sets out design principles and a strategy for provision of public art, how local identity can be created, its use to create focal points, gateways, within the public realm and on buildings. The details of public art provision, its specification and management will come forward at Area Master Plan and reserved matters stage and is obligated under the section 106 agreement. I am satisfied that this will ensure a good level of provision of high quality public art within the development which will contribute to the sense of place.

Retail and Commercial Leisure facilities

Retail

10.111 The Planning Brief sets out the requirements for retail provision within the Eastern Quarry site as follows:
- 7 x Local Shopping Facilities
- 2 x District Shopping Centres

Again this is based on a purely mathematical calculation for the whole quarry and takes no account of the need to create critical mass or centres of character. It is also based on an early assumption that the development would take the form of 2 distinct areas.

10.112 However, the applicants are proposing a central market centre flanked by 2 villages which would have more local facilities at their centre. The market centre will be the retail core of the development, containing a number of shops, service uses and cafes and restaurants. The local centres will be much smaller containing smaller shops which provide convenient facilities for the surrounding houses. In the interests of creating critical mass and a place of character I support this proposal rather than the local plan requirements. The number of centres proposed by the Brief may have resulted in dilution of the retail and services offer which could eventually lead to the failure of such areas and therefore no community focus for the residential development.

10.113 A Retail and Leisure Impact Assessment has been submitted as part of the planning application. The level of retail floorspace proposed is now considered to be an acceptable level in order to allow for the creation of a market centre of critical mass which will promote a sense of place and a sustainable community but at the same time is not of such a level that it will become a key attractor and draw in people outside of the development, to the detriment of adjoining town centres. The retail provision proposed is not therefore considered to be contrary to established planning policy (both local and national) on retail development.

10.114 The market centre, as proposed, is also likely to serve as a draw for the development of the Northfleet West Sub Station site and therefore the needs of this development have been taken into account in considering whether the level of floorspace proposed in the market centre is appropriate.

10.115 However, I would suggest that conditions are imposed to limit the level of convenience floorspace (food retail) to be provided at a single store in order to ensure that this does not have a detrimental impact on existing local centres and neighbouring convenience stores. Draft conditions are included for this purpose.
10.116 There is also to be retail provision within each of the village centres in order to provide for more immediate community needs. It is considered that such small-scale provision is particularly important in creating a sustainable community and reducing travel and therefore minimum levels of provision of convenience and comparison floorspace for each of the villages are suggested. As this is, in effect, a facility that helps to build a sustainable community the requirements for such a provision have been incorporated into the Community and Leisure Facilities Strategy, the conditions to be attached to the planning permission and the section 106 agreement.

Commercial Leisure

10.117 Little detail is given within the planning application on the proposed commercial leisure provision allowed for within the description of development. It is anticipated that the large commercial leisure units will be situated above the lake on the site of the existing wash mills, as shown on the Land Use Disposition Plan submitted as part of the application. However, there is no further information with regard to the nature of these uses as the applicant feels it is too early to specify such detail at this stage, given the timescale of the development proposed and the changing fashions in such uses. It is accepted that the analysis submitted with the application is realistic in concluding that the development needs to be supported by an appropriate range of leisure facilities. However, I am concerned that if the planning permission were open-ended, car borne uses could be encouraged here which have little connection to the development and therefore do not fall within the objective of sustainable development for this site and could create their own problems in terms of traffic generation on the A2. In addition, uses which do not serve the development may be more appropriately located within the town centres and certainly government advice would encourage such an approach. The Local Planning Authority will have an opportunity to comment on specific uses as detailed proposals are brought forward under reserved matters but given the need to ensure that future uses are appropriate to the site it is considered necessary to impose some additional testing on the scale of uses which may be accommodated in the future. It is therefore suggested that a condition be imposed requiring all those units above 3000m² floorspace (i.e. those that may have a significantly larger catchments than the site itself) to submit a fresh leisure assessment and accessibility assessment in order to demonstrate that there is a no harm to the town centres and the transport network as a result of these proposals.

Affordable Housing

10.118 There is a clear policy requirement for the provision of affordable housing in the Thames Gateway Planning Framework, the Structure Plan, the Local Plan and the Eastern Quarry Planning Brief. The latter two documents establish a requirement that 30% of dwellings be provided as affordable units. These policies predated PPS3 which Members should take into account in considering the proposals.

10.119 The applicant have confirmed that they will provide an overall contribution equivalent to 30% of all residential units being affordable housing.

10.120 Up to 25% of the housing on site is to be affordable, with a contribution equivalent to 5% affordable housing provision to facilitate delivery, targeted within the surrounding areas of Swanscombe and Greenhithe to help the wider integration of the scheme into the existing neighbouring communities.

10.121 Affordable housing is made up of social rented housing, shared ownership, new build homebuy, shared equity, and discount market housing. 5% of the total housing on the site is to be social rented, and 10% is to be new build homebuy/shared ownership/shared equity and 10% is to be discounted market housing.

10.122 The provision of affordable housing is to be obligated through the section 106 agreement. This sets out a process whereby the applicants will be required to provide affordable housing alongside the market housing within the development, and will be prevented from allowing the occupation of market housing until agreed levels of affordable
housing have been provided. Alongside this on-site provision, the Section 106 Agreement will require the applicant to make contributions towards off-site provision every six months, calculated by reference to the number of dwellings completed on-site during that six month period.

10.123 In relation to each tranche of affordable housing, the applicant will be able to decide whether to provide the affordable housing itself or to put that tranche out to tender, inviting bids from registered social landlords and other affordable housing providers to provide that housing. The initial presumption is that affordable housing will be provided in accordance with the "optimum" mix of tenures as set out above. If no registered social landlord or other provider is willing to offer an agreed minimum price for that optimum mix, a cascade mechanism will operate to seek to provide the best possible level and mix of affordable housing for that tranche whilst meeting that agreed minimum price. However, this cascade mechanism is subject to a minimum provision of 5% social rented housing and 10% "intermediate" housing (which might be shared ownership or discount market housing). The Borough Council will have the ability to insist that the applicant provides this minimum level of housing regardless of whether the agreed minimum price is net.

10.124 The Section 106 Agreement will provide the flexibility for occupiers of shared ownership units (and other such intermediate tenures) to "staircase" their ownership until they own 100% of their property. Whilst this results in a gradual reduction in the long term stock of affordable housing, this is in full accordance with the aims of central government policy that intermediate tenures should be used as a means of enabling people to access the open housing market through affordable housing mechanisms.

10.125 With regard to discount market housing dwellings, the Borough Council will be granted a charge over a proportion of the value of those dwellings so that, in the event that an occupier chooses to sell the dwelling, a proportion of the sale value will accrue to the Council so that it can be used for off-site provision.

10.126 The Section 106 Agreement will provide the flexibility for the Borough Council to use the contributions it receives either to provide additional affordable housing on-site (for example, if it wishes to supplement the bids submitted by Registered Social Landlords / affordable housing providers, or if it wishes to provide on-site affordable housing in its own right in years to come). Alternatively, the money can be used to provide affordable housing off-site or to renovate the Council's existing housing stock.

10.127 The Section 106 Agreement will also set a cap on the service and estate management charges payable by occupants of the social rented housing units. This is seen as an important factor in ensuring that the social rented units remain "affordable" to those on the lowest incomes. It should be noted that the affordable housing provisions were largely agreed before PPS3 was issued. PPS 3 outlines an approach to affordable housing that, in a number of areas, is different from the package that has been agreed. However, I believe that the proposals deliver an appropriate level of affordable housing in an appropriate manner in the circumstances of Eastern Quarry.

Summary

10.128 I consider that the package of affordable housing measures secured in the Section 106 Agreement (and summarised in Appendix F) takes a practical and flexible approach to delivering affordable housing, and accords with the Council's policies. The provision of a significant proportion of affordable housing on-site, brought forward alongside market housing, will help to ensure a balanced community and I am satisfied that the mix of affordable housing will provide a range of accommodation available to those on low incomes and unable to purchase a property on the open market.

10.129 The cascade mechanism allows flexibility to respond to demand from affordable housing providers, and also allows the developers to recover some of the extraordinary infrastructure and land forming costs that will be incurred in delivering this site. In addition, off-site contributions will provide the Borough Council with more than £9m to provide off-site
housing or to improve the condition of existing housing stock. Additional contributions will be forthcoming in the event that discount market houses are sold (and the Borough Council benefits from its charge over those units) or if contributions are made in a range of other circumstances under the Section 106 framework in the event that affordable housing units are released onto the open market (for example because there is a lack of demand from prospective affordable housing occupiers).

10.130 In summary, I consider that the affordable housing package secured to the Section 106 Agreement is acceptable.

10.131 The resolution to grant planning permission in July 2005 included a requirement for the approval of an affordable housing strategy. However, I am satisfied that the provision of affordable housing has been set out in sufficient detail within the legal agreement to ensure delivery which meets the Borough Council's objectives. In addition the Area Master Plan will identify those broad areas where affordable is to be provided.

Employment

10.132 The applicant is proposing up to 120,000 square metres of Use Class B1 office floorspace as part of the development. The parameters submitted as part of the application show that this is to be distributed across the site, with the East village giving only 2000m2 of floorspace which is likely to provide for smaller units, whilst the West village will have 9000m2 which is intended to form a "gateway" into the development. An eastern gateways also proposed of up to 105,000m2, which is anticipated to be large-scale commercial office provision, similar to that given permission in Ebbsfleet valley.

10.133 Although separate applications, the developments at Ebbsfleet and Eastern Quarry are undeniably linked. The residential and employment uses between the two sites are intended to complement each other. Eastern Quarry is seen to be, by central government and strategic and local authorities, as providing a development which will complement the commercial development anticipated at Ebbsfleet as a result of the opening of the International Station and domestic high-speed services. The proposal at Eastern Quarry is predominantly residential and it is intended that it will provide a sustainable community for the workforce required at Ebbsfleet. An employment strategy has been submitted by the applicants as this report was being finalised and therefore officers have not had time to consider it fully. I will report on this within the update to Members.

10.134 Another important consideration in achieving a balanced community is to provide for a wide spread of employment accommodation needs, which serve the community and the local area. Employment provision should not therefore be limited to large scale office provision. I have suggested that one of the issues that the Employment Strategy and Area Master Plan should address is the provision of a range of smaller commercial units, flexible employment spaces which contribute to the vitality and viability of the village centres.

10.135 A key issue for the Council and the economic development strategies for Kent Thameside is to ensure that local labour is used both at construction stage and also for ongoing maintenance contracts, e.g. landscaping. Other issues which require addressing as part of the economic development strategies are the use of migrant workers. These are detailed issues which need to be considered and perhaps addressed but it is too early to resolve at this stage. A Local Employment Initiative has been produced and is to be obligated by the s.106 which will allow for the review of such issues and provide a strategy for encouraging local employment. It should also provide a strategy for ensuring contractors are signed up to providing information on job opportunities, a scheme such as this was first implemented as part of the construction process at Bluewater. There is also a need to ensure that the local population can access the new employment opportunities, for example through training/enterprise hubs.

10.136 There is little reference within the application to generated jobs within the development other than those based on the knowledge and information technology and professional and financial services industries. The total employment generated, at the end of
development, is estimated in the Environmental Statement to be 7,192 jobs (plus 1,150 full time equivalent construction jobs throughout the construction process). It is considered that there are likely to be other needs to provide for a balanced community which come forward as the development takes shape. The Local Employment Initiative and the job centre which is to be established later on within the site will ensure that this addressed.

Water Management

10.137 For many years groundwater levels below the quarry have been kept artificially lowered by the chalk extraction dewatering operation. The abstracted water is pumped off-site and is discharged to Swanscombe Marshes and the River Ebbsfleet. The site also lies above a chalk aquifer and water is abstracted from the surrounding area for public supply. Thames Water has a licence to abstract water from the south east corner of the site. Groundwater levels on the site are therefore currently artificially depressed by the combination of quarry dewatering and adjacent abstraction. As dewatering is reduced groundwater levels may rise, and if Thames Water stopped pumping it is expected that the water table would recover to a level of the surrounding water table. Since part of the site has been quarried to a level below the surrounding water table this means that much of the site would be underwater.

10.138 Groundwater quality in the area is very good and part of the site is within a Groundwater Source Protection Zone as designated by the Environment Agency.

10.139 The key issues for water resources potentially affected by the development are therefore:
- Flood risk to any development
- Potential impacts on the groundwater quality
- Potential impacts of discharges on off-site receiving systems.

10.140 The applicant proposes that groundwater levels for the development, together with surface water run-off will be managed and drained from the site by gravity. This will be achieved via a pipe within Craylands Gorge leading to Swanscombe Marshes and the Thames. However, this cannot drain all of the area below the water table and therefore part of the site must be given over to lake. Given that much of this lower level is within the shadow of the southern cliffs much of this area would not be suitable for development in any event and therefore this is appropriate for the redevelopment of the site. Once development is completed, the groundwater level on the site will be maintained to a control level, the discharge pipe acting as an overflow to take any rise in groundwater above this level. These passive drainage measures should ensure that the risk of flooding above this level is low but in order to ensure that there is no danger to future residents, a limit on the height of habitable floors has been set down within the parameters to the development.

10.141 The applicant notes that once the development is completed and pumped dewatering ceases there will be a reduction in water being discharged to Swanscombe Marshes. The Environment Agency control the level of water discharged here through their own consents and are happy that this remains the case. They have agreed that an informative be imposed on any planning permission reminding the applicant of this fact.

10.142 In order to ensure that the groundwater quality is not affected by construction works and the final development itself, it is recommended that a Water Management Strategy be submitted before any built development starts in order to ensure that full mitigation is carried out in order to ensure that this is not the case. Such a strategy would require details of groundwater monitoring, passive drainage systems and sustainable urban drainage. The Environment Agency have been involved in the development of the suggested conditions set out below and confirm that they are acceptable in controlling any adverse impacts from the development.

Archaeology

10.143 The outline application has been supported by a desk-based assessment, and three archaeological evaluation reports, two of which were provided after the initial ES had been
prepared. Palaeolithic field evaluation has identified remains of national importance in the north eastern part of the site, and there is potential for further remains to be identified.

10.144 The Eastern Quarry site contains areas of high archaeological potential but large parts of the site have been destroyed, without archaeological investigation, through quarrying. Internationally important Palaeolithic remains have been found to the north of the site at the Swanscombe Skull National Nature Reserve and significant archaeological remains from almost every period in history, including seven Scheduled Ancient monuments, have been found in the Ebbsfleet Valley on the eastern side of Southfleet Road. Recent archaeological work adjacent to and beneath the former course of Southfleet Road in connection with CTRL has also revealed internationally important Palaeolithic archaeology. The northern part of this sequence appears to continue into the application site. The Swan Valley school development to the north of the application site also revealed Palaeolithic artefacts and faunal remains, and a Roman walled enclosure. Craylands Gorge, created from the effects of previous quarrying, and containing industrial archaeology features is of at least local importance.

10.145 PPG16: (Archaeology and Planning) states that there should be a presumption in favour of the physical preservation of internationally and nationally important remains and preservation in situ should be the preferred course of action for remains of lesser importance. Given the importance of the remains anticipated to lie within part of the application site it would be preferable for field evaluation of all the unquarried areas to take place before determination of the application. However, due to difficulties in accessing some of the land, because of ownership issues and agricultural leases, the applicant advises that this cannot be achieved. In this case, given the fact that the Masterplan has not been approved there is considered to be sufficient flexibility within the proposals to allow for the preservation in situ of the potentially extensive archaeological remains. Such preservation can result in constraints in type and depth of landscaping; depth of foundations and in some cases no disturbance at all. It is important therefore that the Site Wide Masterplan and the future Area Masterplans take this into account at the outset. As a result I have suggested a condition be imposed requiring a Historic Environment Framework to be approved and implemented as appropriate prior to approval of any Site Wide Masterplan. This will enable the remaining field evaluation to be carried out in line with the phasing of the development and the results to be incorporated into the final masterplanning and detailed design of the development as it comes forward area by area.

10.146 In addition to the buried archaeology it is also considered important to ensure the protection and enhancement of the surviving industrial heritage of the site, particularly in Craylands Gorge and this too will be incorporated into the Historic Environment Framework to be approved.

10.147 The applicant has also undertaken to make a contribution towards the interpretation of the heritage of the site, which could be on-site or within the immediate locality. KCC advise that any such scheme for interpretation should be developed and agreed within the framework for heritage interpretation being developed for Kent Thameside as a whole.

10.148 In conclusion I consider that the proposed approach will meet the requirements of government guidance in relation to archaeology and the strategic and local plan policies.

Ecology

10.149 In order to inform the Environmental Statement submitted with the application a number of ecological surveys were carried out with emphasis on surveys of protected species which include dormice, badgers, water voles, bats, great crested newts, as well as invertebrate species and flora. A Biodiversity Action Plan for Eastern Quarry 2 (EQ2BAP) was submitted as part of the application. The purpose of a site BAP is not just to describe the proposed ecological mitigation, but also to detail positive action for the important wildlife features of the site and work towards UK and Kent BAP targets. Due to their international and national importance, the following species have been targeted in the EQ2BAP, and as such are considered to deserve special efforts to conserve and enhance them at the site:
- Great Crested Newts
- Bats
- Reptiles
- Kingfisher
- Little Ringed Plover
- Black Redstart
- Red Data Book and nationally scarce invertebrates
- Notable plants, lichens and non-lichenised fungi.

10.150 The role of the EQ2BAP is therefore to determine what should be done to maintain or enhance the important ecological features of Eastern Quarry. It sets out the aims and objectives for ecological diversity, provides a mitigation strategy and the principles required to achieve the objectives. It also sets out scheme wide initiatives to maintain and enhance biodiversity within the Quarry and the timing and phasing of ecological works.

10.151 This Bio-diversity Action Plan has been welcomed by the Kent Wildlife Trust who view the development at Eastern Quarry as a major opportunity to make real biodiversity gains and help achieve UK BAP targets with a minimum of difficulty. As this is an entirely new development, they are keen that it should set a new benchmark in sustainable urban living.

10.152 In order to ensure the satisfactory implementation of the EQ2BAP a condition is proposed requiring a scheme of implementation and monitoring to be approved. In addition the EQ2BAP refers to the appointment of an Ecological Clerk of Works to oversee the implementation of the EQ2BAP and it is suggested that this is incorporated into the section 106 agreement. Some of the ecological mitigation works set out in the application are being carried out as part of the approved land forming site preparation works and therefore the implementation of the EQ2BAP is about to begin.

10.153 It is considered that the EQ2BAP and the conditions requiring its implementation ensure adequate mitigation of the impacts of the development, meet the requirements of planning policy and go along way to meeting the concerns raised by the consultees.

Air Quality

10.154 The impacts of the construction and operation of the development on air quality have been assessed qualitatively within the Environmental Statement (ES). With regard to construction issues it is considered that any potential impacts can be mitigated through a Code of Construction Practice and the Environmental Management Plan which will seek to ensure best practice is used to reduce dust emissions. The requirement for the approval of a Code of Construction Practice and Environmental Management Plan is therefore included within the suggested conditions.

10.155 In general the development itself is predicted within the ES to have little effect on air quality outside Eastern Quarry and concentrations within the quarry fall within acceptable levels. However, the air quality impacts, as assumed in the ES are closely related to traffic generation and therefore air quality will need to be monitored to ensure that the levels set out in the ES are met, if there was any rise in these levels an Air Quality Management Area (AQMA) would need to be imposed due to the presence of dwellings on the site and the impact of poor air quality on residents. The applicants have agreed to pay for monitoring of air quality on the site during development, to be carried out by Council, and have also agreed to cover the Council's costs to fund the designation of AQMA, should the need arise, as this will only be required due to the presence of dwellings brought forward by the development.

10.156 The main area for concern, in terms of air quality, is the south west corner of the site, the air quality in this corner of the site has been assessed as being above acceptable limits in the early years of development until transport infrastructure improvements are implemented. It is suggested therefore that the Area Master Plan addresses the use of this area dependent upon the results of monitoring prior to the master plan being considered. For example if monitoring shows that air quality is not within acceptable levels for residential dwellings, this area could be used for employment uses.
10.157 It is considered therefore that there are sufficient checks and balances to ensure that the air quality issues will not be detrimental either to the occupants of the quarry or the surrounding area.

Integration with surrounding areas

10.158 In ensuring the long-term success of the development it is essential that Eastern Quarry integrates with the surrounding area. Physical opportunities for integration are limited due to the topography of the site. However, wherever possible access routes and connections have been sought to the adjacent sites. Integration is also achieved by having facilities that are accessible to both new and existing communities. It is likely in the early stages of development that some of the existing facilities in the surrounding communities will be used by new residents. As the development progresses and the community facilities are opened it may be that existing communities can make use of the facilities within the development. In particular, the Northern Park will create a facility that is available to both existing and new communities. The provision of this sizeable park has been supported by Swanscombe and Greenhithe Town Council who consider it will provide a beneficial public open space serving both communities and will provide links into the development.

10.159 Eastern Quarry is a new community in its own right and is not considered as an extension to the existing towns in the area. However, it is important that it is integrated with the existing communities so that boundaries are not marked, access is seamless and there is opportunity to share facilities. Officers have spent considerable time in seeking to achieve integration and I consider that this has now been achieved through the Land Use Disposition Plan, the submitted Strategies and the requirements of the section 106 agreement and the conditions. EQ2 will be controlled through the planning conditions and planning obligations so that it is integrated, to an appropriate level, with the remainder of Eastern Quarry.

Swanscombe Master Plan

10.160 The Swanscombe Master Plan published in 2005 sets out the vision for Swanscombe itself but as a part of this takes on board the potential opportunities for Swanscombe arising from the new development at Eastern Quarry. This document is not statutory planning guidance but it has been taken into account in considering the application. The document sets out objectives, which it seeks to achieve through developments in order to regenerate Swanscombe. Although all the requirements in the conditions and the section 106 agreement provide for the needs of development they will also be available for use by existing residents, e.g. open spaces, community facilities and services.

11 CONCLUSIONS

11.1 Members have the opportunity to consider whether they wish to review their resolution of the 13th July 2005 afresh. This review should consider the principle of development as well as the planning conditions and planning obligations to which any consent should be granted. In addition, consideration of the application needs to confirm that the necessary environmental information is in front of Members for them to be able to determine the application.

11.2 This application is the culmination of several years co-operation between the developer and the local authorities and accords with Central Government guidance, the adopted Kent Structure Plan, the emerging development plan and the Planning Brief. Considerable effort has gone into agreeing with the applicants the necessary planning requirements to meet the needs of the development. These mechanisms will be contained in a combination of the Section 106 agreement, conditions and the series of strategies/action plans. The strategies have recently been updated and have been the subject of consultation; some responses are awaited and an update will be provided at the meeting.
11.3 I consider that the requirements of Policy MDS 5 have all been addressed within the planning application and where necessary additional controls have been included within the heads of terms of the Section 106 agreement and the proposed conditions.

11.4 Given the time taken to complete this development, it is essential that any permission and associated agreement has a degree of flexibility which can be delivered by way of mechanisms for periodic review of the strategies, my view is that this is necessary to secure a high quality development.

APPENDICES

A. Full description of development
B. Bibliography of application documents
C. ES - NTS (part C) i.e. summary of environmental effects
D. Summary of Consultations responses.
E. Summary of KCC Representation
F. Summary of strategy content and s.106 heads of terms
G. Conditions
H. Kent Thameside transport infrastructure schemes
I. Report to Cabinet and General Assembly of Council

RECOMMENDATION:

That, subject to resolutions from the Cabinet and the General Assembly of the Council as set out in Appendix I, providing a basis for a Strategic Transport Programme funded from tariff payments, and to similar resolutions from Kent County Council and Gravesend Borough Council, and to confirmation from Central Government that the public sector funding contribution to such a programme will be forthcoming, planning permission be granted subject to the following:

i. referral to the First Secretary of State

ii. the conditions as set out in draft in Appendix G

iii. the completion of the section 106 agreement

iv. the completion of the following strategies to the satisfaction of the Local Planning Authority:

Phasing Strategy, June 2007
Transport Strategy, June 2007
Public Art Strategy, June 2007
Public Realm Strategy, June 2007
Landscape and Open Space, June 2007
Site Wide Design and Access Strategy, June 2007
Sustainable Development Strategy, June 2007
Community and Leisure Facilities Strategy, June 2007
Community Participation Strategy, June 2007
Education Delivery Strategy, June 2007
Local Employment Initiatives Strategy 2007

RECOMMENDATION:

Planning permission be granted subject to referral to the Secretary of State; agreement of the General Assembly of Council on the tariff arrangement for Kent Thameside; completion of the strategies and a completed section 106 agreement
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Eastern Quarry 2 (EQ2) DA/03/00121/OUT

Appendices

<table>
<thead>
<tr>
<th>Appendix</th>
<th>Description</th>
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<tbody>
<tr>
<td>Appendix A</td>
<td>Full Description of Development</td>
</tr>
<tr>
<td>Appendix B</td>
<td>Bibliography of Application Documents</td>
</tr>
<tr>
<td>Appendix C</td>
<td>Extract from Environmental Statement – Non Technical Summary</td>
</tr>
<tr>
<td>Appendix D</td>
<td>Summary of Representations Received</td>
</tr>
<tr>
<td>Appendix E</td>
<td>Copy of Letter from KCC Strategy Division dated 28.06.05</td>
</tr>
<tr>
<td>Appendix F</td>
<td>S106 Heads of Terms Summary</td>
</tr>
<tr>
<td>Appendix G</td>
<td>Draft Conditions</td>
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<tr>
<td>Appendix H</td>
<td>Strategic Transport Schemes</td>
</tr>
<tr>
<td>Appendix I</td>
<td>Report to GAC</td>
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</tbody>
</table>
EASTERN QUARRY 2 (EQ2)

DESCRIPTION OF DEVELOPMENT

Development comprising or to provide a mixed use development of up to 6,250 dwellings and in addition up to 231,000 sq metres of built floorspace (in total) for: business premises (B1 (a) (b) and (c)); education community and social facilities (D1 and D2) (schools, libraries, health centres, places of worship, sports and leisure centres, community centres, care facilities for the young, old and/or infirm); hotels (C1); theatre (D2); supporting retail (A1, A2, A3, A4 and A5) and leisure (D2) facilities; miscellaneous sui generis uses, ancillary and support facilities. Such development to include; groundworks to provide revised ground contours and development platforms; vehicle parking; laying out open space (including parks, play spaces, playing fields, allotments, lakes and water features, community woodland and formal and informal open space); landscaping; works to create ecological and natural reserves and refuge areas; provision and/or upgrade of services and related service media and apparatus; drainage works (including ground and surface water attenuation and control measures and replacement and/or refurbishment of existing discharge pipe through Craylands Gorge); pedestrian cyclist and vehicular ways, highways and public transport facilities (including new and improved links between the site and existing public highways (including Alkerden Lane, B255, A2 Watling Street and Southfleet Road), bridges and causeways, dual use and segregated facilities for public transport systems and cross-site pedestrian, cyclist and vehicular routes); facilities for mooring, launching and landing water craft; and miscellaneous ancillary and associated engineering and other operations. All such development shall accord with the Application Plans and Development Parameters Schedule.

Amended July 2006
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### Bibliography of Application Documents

<table>
<thead>
<tr>
<th>DOCUMENT</th>
<th>DATE</th>
<th>STATUS</th>
</tr>
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<tbody>
<tr>
<td>EQ2 Planning Application: description of development, development parameters schedule and additional application plans</td>
<td>August 2006</td>
<td>Current</td>
</tr>
<tr>
<td>Environmental Statement Volume 1 – Main Report</td>
<td>August 2006</td>
<td>Current</td>
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<td>Environmental Statement, Volume 2 - Figures</td>
<td>August 2006</td>
<td>Current</td>
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<tr>
<td>Environmental Statement Volume 3 Appendices</td>
<td>August 2006</td>
<td>Current</td>
</tr>
<tr>
<td>Transport Assessment Volume 1, Main Report</td>
<td>August 2006</td>
<td>Current</td>
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<td>Environmental Statement, Volume 2 - Figures</td>
<td>August 2006</td>
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<td>August 2006</td>
<td>Current</td>
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<tr>
<td>Retail and Leisure Impact Assessment</td>
<td>August 2006</td>
<td>Current</td>
</tr>
<tr>
<td>Environmental Statement Non-technical Summary</td>
<td>August 2006</td>
<td>Current</td>
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</table>

#### Strategies:

- Phasing Strategy: June 2007 | Current
- Transport Strategy: June 2007 | Current
- Public Art Strategy: June 2007 | Current
- Public Realm Strategy: June 2007 | Current
- Landscape and Open Space: June 2007 | Current
- Site Wide Design Strategy: June 2007 | Current
- Sustainable Development Strategy: June 2007 | Current
- Community and Leisure Facilities Strategy: June 2007 | Current
- Community Participation Strategy: June 2007 | Current

#### Drawings:

- Plan 1, Site Location Plan: Dwg no. 11254-PA-101B 03.11.03 Current
- Land Use Disposition Plan: Dwg no. 1021 10.06.05 Superseded
- Outline Planning Application description of development, development parameters schedule and additional application plans December 2003 Superseded
- Environmental Statement Volume 1 - Main Report November 2003 Superseded
- Environmental Statement, Volume 2 - Figures November 2003 Superseded
- Environmental Statement Volume 3 Appendices November 2003 Superseded
<table>
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<tr>
<th>Report/Memo</th>
<th>Date</th>
<th>Status</th>
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<tbody>
<tr>
<td>Transport Assessment Volume 1, Main Report</td>
<td>November 2003</td>
<td>Superseded</td>
</tr>
<tr>
<td>Transport Assessment, Volume 2 - Figures</td>
<td>November 2003</td>
<td>Superseded</td>
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<td>Transport Assessment, Volume 3 Appendices</td>
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</tr>
<tr>
<td>Environmental Statement Non-technical Summary</td>
<td>November 2003</td>
<td>Superseded</td>
</tr>
<tr>
<td>Landscape Strategy</td>
<td>November 2003</td>
<td>Superseded</td>
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</tbody>
</table>
The assessment of possible interactions of cumulative effects has
been carried out for each topic and significant effects are reported as

Potential Interaction and Cumulative Effects

In order to determine potential interactions and cumulative effects, all possible effects at each of the topics were

On the basis of the BIA, an Impacts Matrix was

Appendix C

Environmental Response

Mitigate interactions, cumulative effects &
Environmental Response

Appendix C
Sustainability

22.16 The principles of sustainable development and a self-sustaining community are an integral part of the design for the development. Examples of positive interactions include: the southerly orientation of the EQ2 site to maximise solar gain; passive draining of the EQ2 site to avoid pumping; seeking to minimise travel through the provision of high quality public transport in high density residential and central locations; and the provision of local facilities, commercial and retail opportunities for local communities within the development.

22.17 Beneficial cumulative effects from the development of both the EQ2 site and the NWGSS are likely to be realised as the developments combine. In planning the EQ2 development, pedestrian, cyclist and other linkages will be provided in order to facilitate integration with the NWGSS development and other adjacent communities.

Community Facilities

22.18 A broad range of community facilities will be provided which are consistent with the demands generated by a development the size and scale of EQ2 located in areas which encourage access by foot, cycle and public transport, thereby contributing beneficially to sustainable development. The close proximity of the ecological and archaeological sites brings benefits to schools and adult education as well as contributing to leisure and recreation.

Socio-economic Effects

22.19 The availability of a wide range of good quality housing, coupled with easy access to employment opportunities will provide a secure foundation for economic growth and stability. Provision of good quality retail facilities meets the needs of the development whilst retaining expenditure within the area and benefiting the local economy generally.

Environmental Response (Mitigation)

22.20 The process of undertaking the EIA in conjunction with formulating the design for the proposed development has given rise to a series of development parameters which, together with the planning application drawings, incorporate mitigation which seeks to avoid and otherwise to minimise significant adverse effects of the development. This process will be continued with the formulation of planning conditions and of detailed design proposals through the area master plan process.

22.21 In addition, there are two other documents which will provide the main frameworks for mitigating potential environmental effects of the development, namely: the Code of Construction Practice (CoCP); and the Environmental Management Plan (EMP). The CoCP, will be the prime framework for controlling potential adverse effects during construction and has been referred to earlier.

22.22 The EQ2 BAP focuses on the long-term management and stewardship of the EQ2 site in relation to ecological resources. Key elements of the EMP will include: management and stewardship of the Ecological and Natural Reserve Areas and Green Zones; management of the SuDS; monitoring; and feedback mechanisms so that corrective actions can be carried out, if required.

22.23 Other elements of mitigation highlighted above or which might emerge through post application discussions and the refinement of the development proposals, will be secured by conditions, embodied in design proposals and/or be secured by agreement with Dartford BC.
<table>
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<tr>
<th>ORGANISATION</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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| English Nature            | • Ecological Info is inadequate re: certain protected species of wildlife.  
                            • Concerns about certain Protected Species - Great crested newts, Bats, Other reptiles.  
                            • Need specific details about the phasing of the work, any proposals need to be in place before development commences.                          | 3 March '03          |
| Kent Wildlife Trust       | • Welcomes Biodiversity Action Plan and proposals to create new areas of wildlife habitat.  
                            • Hopes that developers are prepared to enter into a S106 Agreement.                                                                                                                                 | 16 October 2003      |
| Kent Reptile and Amphibian Group | • KWT object primarily due to developers failure to fulfil  
                                 o Aspirations of ODPM as set out in Sustainable Communities Doc.  
                                 o Aspirations of DBC as in Local Plan Review.  
                                 o Requirements of planning brief for EQ                                                                          | 7 April '03          |
| The Countryside Agency    | • Interested in details of great crested newts found in parts of EQ.  
                            • Would like opportunity to review Defra Method statement                                                                                                                                  | 14 March '03         |
|                           | • Supports EIA recognition and inclusion of DBC’s supplementary planning guidance for EQ as well as Green Grid framework document.  
                            • Not clear whether proposal will incorporate all of the design principles set out in Chapter 4 of EQ SPG. Urges that EQ proposal meets all of objectives in EQ SPG.  
                            • Recommends that all open spaces should be subject of long-term management plan. Green spaces play a sig, role in providing social, economic and environmental benefits to the area.  
                            • Waste management - to be addressed in Code of Construction Practice. Urges that proposed                                                         | 11 April '03         |
## ORGANISATION ECOLOGY Date of Letter

### HISTORICAL/ARCHAEOLOGICAL

<table>
<thead>
<tr>
<th>ORGANISATION</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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<tbody>
<tr>
<td>KCC (Lis Dyson)</td>
<td>Internationally important Palaeolithic remains found immediately north of development site, significant archaeology. Numerous Roman remains and building material, Further evaluation is needed in Areas A, B and C.. Assessment of arch. Importance and significance of potential impact have ignored survival of features within Craylands Gorge</td>
<td>21 May 04</td>
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<tr>
<th>ORGANISATION</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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<tr>
<td>KCC (Lis Dyson)</td>
<td>Proposed pipeline crosses important Pleistocene deposits and a number of industrial archaeological features - these should be preserved as far as possible. Impact of proposed water level changes need to be assessed in terms of their impact on the important archaeological resource within the valley floor.</td>
<td>7 May '03</td>
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<tr>
<th>ORGANISATION</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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<tbody>
<tr>
<td>KCC (Lis Dyson)</td>
<td>Comments regarding heritage matters Encourage sense of place - celebrate the industrial history rather than to ignore it. Landscape design again celebrate history - preserve as much as poss of remaining Pleistocene deposits. areas of open space enable preservation of important archaeological remains. Heritage facility should link in with other community facilities. Archaeological work must be undertaken before the design of development is finalised to allow for preservation if required. Craylands Gorge should be considered as of least local importance - has Palaeolithic potential. Suggests condition added on to any outline consent which summarised states that no development shall take place until archaeological field evaluation and any necessary safeguarding measures have taken place. The design of the development must take into account presence of and access to important heritage sites in the surrounding area - within the framework of the Green Grid.</td>
<td>10 October ‘03</td>
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### TRANSPORT

<table>
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<tr>
<th>ORGANISATION</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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<tbody>
<tr>
<td>Connex</td>
<td>No specific comments</td>
<td>14 October ‘03</td>
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<tr>
<th>ORGANISATION</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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<tbody>
<tr>
<td>KCC Public Rights of Way</td>
<td>All Public Rights of Way (PROW) which existed prior to quarrying should be reinstated post quarrying Recommendation for Green Linear Spaces (LS):</td>
<td>28 August ‘03</td>
</tr>
</tbody>
</table>
Eastern Quarry (EQ1): Summary of Representations Received from Organisations

<table>
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<tr>
<th>ORGANISATION</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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<tbody>
<tr>
<td><strong>Highways Agency</strong></td>
<td>Seek delay in decision until more information received and analysed.</td>
<td>27 February ’03 and 5 May 04</td>
</tr>
<tr>
<td><strong>Arriva</strong></td>
<td>In general Arriva support EQ scheme and positive approach by developers towards Fastrack.</td>
<td>1 April ’03</td>
</tr>
<tr>
<td></td>
<td>Given strategic location of EQ between Bluewater and Ebbsfleet, opportunity to link further frequent services in addition to Fastrack. Would be keen to work with developers to secure a second public transport corridor to complement Fastrack.</td>
<td></td>
</tr>
<tr>
<td><strong>Union Railways North</strong></td>
<td>No objection but would like to see any reserved matters submissions regarding proposed vehicular access.</td>
<td>22 Sept ’03</td>
</tr>
<tr>
<td><strong>LEISURE AND RECREATION</strong></td>
<td></td>
<td></td>
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<tr>
<td><strong>Sport England</strong></td>
<td>Much more detailed discussion needed.</td>
<td>7 March ’03</td>
</tr>
<tr>
<td></td>
<td>Provision must satisfy real demands, sports development principles contained in ‘Planning Policies for Sport’ booklet.</td>
<td></td>
</tr>
<tr>
<td>Comments re: changes to Appendix A of Non-Technical Summary</td>
<td>Concerned about reduction of green zones form 30m to 10m, partic if it restricts ability to provide adequate recreation facilities.</td>
<td>12 Nov ’03</td>
</tr>
<tr>
<td></td>
<td>Welcome increase in open space by 3% to 33% - subject to comments about provision of</td>
<td></td>
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</tbody>
</table>
### ORGANISATION | ECOLOGY | Date of Letter
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| variety of types of open space. | | 
- Welcomes Major Urban Park which could be used to provide some of the formal recreation space. 
- Document not specific about what proportion of the max 55,000sqm of community provision would be for sports. Sport England suggests that as schemes come forward, details of provision should be based upon assessments of need. Need to be aware that duplication of facilities does not arise. 
- Facilities should meet gaps in provision as well as meeting new demands that will arise. 
- When considering quantity and distribution of community facilities there should be scope for innovative facilities that provide more than one service to attract a critical mass of visitors. E.g., linking health centres with sports hall/leisure centres - also efficient use of land.

### COMMUNITY FACILITIES

<table>
<thead>
<tr>
<th>Church of England</th>
<th>Concerned at lack of integration between existing communities of Swanscombe and Knockhall and proposed EQ development.</th>
<th>April 2003</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Provision of 2 primary schools insufficient, suggest equivalent of 4, 2 form-entry primary schools and a secondary school.</td>
<td></td>
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<tr>
<td></td>
<td>Agree that the density is realistic and supports principle of village communities.</td>
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<tr>
<td></td>
<td>Believe the size of development justifies 2 places of worship</td>
<td></td>
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<tr>
<td></td>
<td>Would need a designated house at an early stage in development, as the new community grows to help build a community within</td>
<td></td>
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<tr>
<td></td>
<td>Would like keyworker and affordable housing to be fully integrated within the different village communities.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Ebbsfleet Community Ministry</th>
<th>Need to ensure that community facilities are put in place - a community not a dormitory town, Ingress Park has not been good advert for new developments.</th>
<th>3 April ’03</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Needs to be proper access between Swanscombe/Greenhithe and EQ.</td>
<td></td>
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<tr>
<td></td>
<td>Good vehicular access is essential. Concern expressed about access into EQ, concerned that A2 Access road to turn right to Bean junction towards London will be overused.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Encouraged to see many green areas and ask that they be protected in future.</td>
<td></td>
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</table>

### POLICE/FIRE/HEALTH

<table>
<thead>
<tr>
<th>Kent and Medway</th>
<th>Request that developers commission a comprehensive Health Impact Assessment (HIA) in partnership with Dartford, Gravesham &amp; Swanley PCT.</th>
<th>21 October ’03</th>
</tr>
</thead>
</table>
## Eastern Quarry (EQ1): Summary of Representations Received from Organisations

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<tr>
<th>ORGANISATION</th>
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<tbody>
<tr>
<td><strong>Strategic Health Authority</strong></td>
<td>Sustainability of community dependant on provision of community facilities.</td>
<td></td>
</tr>
</tbody>
</table>
| **Dartford and Gravesham NHS Trust** | ▪ EQ will have an estimated 16,000 population will inevitably result in additional activity for hospital services.  
▪ Kent and Medway HA and KCC are considering impact of future developments in N Thames Gateway. They would seek the developer's support and involvement in this process.  
▪ Darent Valley Hospital is over the NHS plan optimum usage by local inpatients, anticipated bed usage will increase drastically so further beds will be required to accommodate additional activity from other new developments.  
▪ Additional accident and emergency services, outpatient facilities, maternity services, theatre capacity and physiotherapy provision will also be required.  
▪ Key aspect underpinning health and social care is needed to recruit and retain staff. No mention of provision of key worker housing which is essential to successful delivery of future health services.  
▪ If development attracts an increase in pop of 16,000 it will have significant impact on hospital activity and finances and ability to achieve key NHS Plan targets - so not unreasonable to expect a contribution per household from the developers. | 28 October '03 |
| **Dartford, Gravesham and Swanley NHS Primary Care Trust** | ▪ Confirm requirements as: 
  - 1500 square metres of land  
  - 75 square metres for ambulance station  
  - cost of building an additional 2 wards at Darent Valley Hospital  
  - Contribution to Health Impact Assessment  
  - Suite of health rooms within school | 24 May 04 (and 5 Feb 04) |
| **Kent Ambulance NHS Trust** | ▪ Potential requirement for an ambulance response base, ideally located at another health facility such as the Health Centre. Basic requirement is for garaging for one ambulance, dedicated room for ambulance staff and access to shared kitchen/toilet facilities. Access required 24/7. | 7 Nov ‘03 |
| **Kent Police** | ▪ Make detailed comments on safety and security and policies to be considered. Much relating to the detailed layouts which are not the subject of this application. | 5 November 03 |
| **Kent Fire Brigade** | ▪ At present not envisaged that development will require provision of additional fire stations.  
▪ Within next 25 years Fire Service will have a more developed community safety role.  
▪ Adequate road access from existing stations will meet needs. | 14 October ‘03 |
## Eastern Quarry (EQ1): Summary of Representations Received from Organisations

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</table>
| Kent and Medway Towns Fire Authority | - Further comments regarding access within site of water supplies will come when a more detailed plan is submitted.  
- Provision of domestic sprinkler system would significantly reduce risk of domestic fire. | 31 March ‘03 |
| | - Access will be required from Watling Street, emergency vehicles must be able to use Fastrack bus routes.  
- Swanscombe Fire Station must have access via Southfleet Road, design of route must have access maintained for emergency vehicles to all new road.  
- Thames-Side Fire Station - Coldharbour Road - access will be provided via proposed road infrastructure for Ebbsfleet Railway Station.  
- Details of all water supply mains must be forwarded to Divisional Officer Operations, to ensure a balanced water supply is provided for fire fighting. | |
| MISCELLANEOUS | - No objection provided that conditions within letter are imposed on any permission granted.  
- Rising groundwater, estimate of potential flooding EA believe is less that what may actually occur. EA would want details of arrangements to control water levels to protect properties against the risk of flooding.  
- Surface Water disposal - these proposals are very positive steps as far as sustainable drainage is concerned.  
- Possibility that volume of surface water run-off will be greater than the rate it can be filtered into ground. Transference of excess water further down development site - eventually all excess will drain to lakes and may be required to be pumped to Swanscombe Marsh.  
- Groundwater levels and ability of surface water drainage depends on volume of water abstracted by Thames Water in future. Proposals for 28ml/day by Thames Water- if this proceeds may negate need for transfer of water to Swanscombe Marsh.  
- Generally supportive of measures in the environ. statement and outline planning, would require condition that details of surface water drainage and groundwater control are to be submitted for approval by LPA before any construction is started. | 27 March ‘03 |
| Groundwater and Contaminated Waste | - Pre-development- developer may wish to carry out an investigation, a desk study detailing previously used would be most appropriate initially.  
- Development phase- Site is in Source protection Zones I, II in policy for protection of | |

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### Eastern Quarry (EQ1): Summary of Representations Received from Organisations

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|              | G'water means that restrictions will be made on type and depth of discharges to ground. In areas where unsaturated zone is limited - should be no discharges or infiltration to ground. Minimum amount of unsaturated zone should be maintained at all times. At least 10m depth.  
* Surface soakage areas (as opposed to soakaways) is preferred but methods dependant on outcome of land quality investigations. No soakaway of infiltration system should be sited in or allowed to discharge into contaminated land or land identified with contamination.  
* All surface water from parking areas and hardstanding susceptible to oil contamination shall be passed through an oil separator.  
* Roof water piped direct to approved surface water system using sealed down pipes (no open gullies) | 05 Nov '03 |
|              | **WATER RESOURCES** - applicants should contact EA if they wish to abstract water for any reason, under Water resources Act 1991.  
* Consideration should be given for water supply of proposed development - i.e., minimising demand, greywater recycling in detailed design of buildings and infrastructure.  
* EA fully supports commitment in report to use sustainable drainage systems to regulate and remediate surface water run-off reed bed treatment systems and attenuation ponds are fundamental components of a sustainable drainage system.  
* **BIRDS** - site identified a important site for breeding bird populations.  
* All species of wild birds, nests and eggs are protected (under Sect.1 Wildlife and C'side act 1981).  
* Applicant must ensure that prop dvlpmt will not result in any harm to any wild bird, nest or eggs. If any risk then appropriate mitigation and compensation must be dev’lpd and implemented  
* **Condition** - not tree/scrub removal or vegetation clearance permitted shall be carried out between 1st March and 31st August in any one year unless otherwise approved in writing by planning authority. | 05 Nov '03 |
|              | **Concems about existing outfall along Crayland Gorge and quantity of water discharged onto Swanscombe marshes.**  
**WATER RESOURCES**  
* Within EQ boundary are Inner Source Protection Zones (SPZ) for 2 Thames water |
### ORGANISATION ECOLOGY Date of Letter

<table>
<thead>
<tr>
<th>ORGANISATION</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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</thead>
<tbody>
<tr>
<td>Empire Paper mill</td>
<td>empire Paper mill abstractions.</td>
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<tr>
<td></td>
<td>o Artificial influences on groundwater in region - imp that any dev proposal takes this into account when assessing dewatering requirements. Existing g’water levels are being temp depressed by dewatering to NE of EQ site during construction and excavation of CTRL.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Under New Water Bill, dewatering will require a permit, briefing document attached</td>
<td></td>
</tr>
<tr>
<td>Environment Agency</td>
<td>▪ Major concerns are potential flooding of development caused by increases in groundwater and disposal of surface water from dvpmt site.</td>
<td>14 Feb ‘04</td>
</tr>
<tr>
<td></td>
<td>▪ Requests lake overspill level should be 5.5m above Ordnance Datum Newlyn to allow a buffer zone in event of rising groundwater levels.</td>
<td></td>
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<tr>
<td></td>
<td>▪ Methods of surface water drainage and groundwater level management. No objection to use of existing outfall along Craylands Gorge and River Ebbsfleet., should be no net increase in flow to the S’combe marsh system and Ebbsfleet from current consented vols</td>
<td></td>
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<td></td>
<td>▪ Suggest following conditions:</td>
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<td>o All finished slab levels of resid accom minimum level of 6.5 above Ordnance Datum.</td>
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<td></td>
<td>o There shall be no groundfloor sleeping accom on lowest areas of site.</td>
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<td></td>
<td>o Lake overspill level should be at 5.5m aODN.</td>
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<td></td>
<td>o Details of surface water drainage and g’water control to be submitted for approval by LPA before any construction of any phase is started.</td>
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<tr>
<td></td>
<td>o No net increase from current consented volume of water discharged to S’combe Marsh system.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o No net increase from current consented volumes of water discharged to River Ebbsfleet.</td>
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<tr>
<td></td>
<td>▪ Water resources - as above, letter dated 27.03.03</td>
<td></td>
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<tr>
<td></td>
<td>▪ In addition: Water conservation measures i.e., WC, spray taps, showers</td>
<td></td>
</tr>
<tr>
<td>HSE</td>
<td>▪ No comments</td>
<td>4 March ’03</td>
</tr>
<tr>
<td>Gravesham FOE</td>
<td>▪ Gravesham FOE object as plan is unsuitable and unsustainable.</td>
<td>21 March ’03</td>
</tr>
<tr>
<td>Gravesham Friend of the Earth, B E Driscoll</td>
<td>▪ Costs of infrastructure required should be fully assessed and guaranteed before any decisions are made.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Massive influx of people, increase of population by over 100,000 will result in pollution and damage standard of life and the environment.</td>
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<tr>
<td></td>
<td>▪ Development will be of negligible benefit to local people, no long term employment foreseen.</td>
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<tr>
<td></td>
<td>▪ Living in a very deep, flood prone chalk quarry, with no sun would be depressing for potential</td>
<td></td>
</tr>
</tbody>
</table>
### ORGANISATION | ECOLOGY | Date of Letter
--- | --- | ---
Gravesham Friends of the Earth, B E Driscoll | Resolutely opposed to any further concreting over North Kent. | 04 October ‘03

#### UTILITIES

<table>
<thead>
<tr>
<th>Organisation</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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<tbody>
<tr>
<td>National Grid</td>
<td>Offer advice on working near overhead lines</td>
<td>21 March ‘03</td>
</tr>
<tr>
<td>Southern Water</td>
<td>No objections to proposed method of foul sewage disposal.</td>
<td>21 March ‘03</td>
</tr>
<tr>
<td></td>
<td>Careful consideration must be given to siting design, maintenance and legal responsibility.</td>
<td></td>
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<tr>
<td></td>
<td>Site re-grading, recontoured ground levels must be established to protect not just the proposed dwellings from flooding, but must protect the sewerage and other infrastructure.</td>
<td></td>
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<tr>
<td></td>
<td>Full planning permission granted could be made subject to a planning condition requiring that development shall not commence until details of the proposed means of foul and surface water disposal have been submitted to and approved by LPA in consultation with Southern Water Services.</td>
<td></td>
</tr>
<tr>
<td>Thames Water</td>
<td>Recommend that applicant consults with waste connections manager to determine ability of local sewers to dispose of foul and surface water.</td>
<td>25 Feb ‘03</td>
</tr>
<tr>
<td></td>
<td>Would like condition imposed - development not to commence until details of on site drainage works have been submitted to and approved by LPA in consultation with sewage undertaker.</td>
<td></td>
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<tr>
<td>Transco</td>
<td>Offer advice with regard to working near gas pressure main.</td>
<td>24 February ‘03</td>
</tr>
</tbody>
</table>

#### PARISH AND TOWN COUNCILS AND RESIDENT GROUPS

<table>
<thead>
<tr>
<th>Organisation</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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</thead>
<tbody>
<tr>
<td>Bexley Council</td>
<td>Development continues to be broadly welcomed offers significant regeneration benefits within the Thames Gateway.</td>
<td>13 February ‘03 and 15 May 03</td>
</tr>
<tr>
<td></td>
<td>Remaining retail provision should meet the needs of the local community to ensure increases in traffic in area are kept to a minimum and development should be phased to ensure that gaps in service provision do not result.</td>
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<td></td>
<td>Previous letter raised concerns re housing density - lower density range of 20 was considered inefficient use of land, revision of 30 dwellings per hectare is welcomed.</td>
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<tr>
<td>ORGANISATION</td>
<td>ECOLOGY</td>
<td>Date of Letter</td>
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<tr>
<td><strong>Eastern Quarry (EQ1): Summary of Representations Received from Organisations</strong></td>
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<tr>
<td><strong>ORGANISATION</strong></td>
<td><strong>ECOLOGY</strong></td>
<td><strong>Date of Letter</strong></td>
</tr>
<tr>
<td><strong>Gravesham BC</strong></td>
<td><a href="https://example.com">List of concerns including issues about traffic and air quality, interaction with Ebbsfleet, and importance of Fastrack link.</a></td>
<td>31 October '03</td>
</tr>
<tr>
<td><strong>GBC</strong></td>
<td><a href="https://example.com">Details on the outline application, sq m size, transport structure, design, and concerns over some traffic flows in Gravesham.</a></td>
<td>14 May 2003</td>
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</table>
### ORGANISATION | ECOLOGY | Date of Letter
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**Eastern Quarry (EQ1): Summary of Representations Received from Organisations**

<table>
<thead>
<tr>
<th>ORGANISATION</th>
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<tr>
<td><strong>DA/03/0121/OUT</strong></td>
<td><strong>Eastern Quarry (EQ1): Summary of Representations Received from Organisations</strong></td>
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<tr>
<td><strong>ORGANISATION ECOLOGY Date of Letter</strong></td>
<td><strong>on.</strong></td>
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<tr>
<td><strong>ORGANISATION ECOLOGY Date of Letter</strong></td>
<td><strong>Air Quality - Need to understand combine effect of Ebbsfleet and EQ traffic flows taken together.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>ORGANISATION ECOLOGY Date of Letter</strong></td>
<td><strong>Dust AQMA exists in industrial areas in Northfleet, not all is related to cement works. Major earthmoving g operations proposed which could have significant implications whilst cement and quarrying is taking place.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>ORGANISATION ECOLOGY Date of Letter</strong></td>
<td><strong>Need to understand full implication of rising water table on Ebbsfleet.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>ORGANISATION ECOLOGY Date of Letter</strong></td>
<td><strong>Landscape and visual - Eastern edge is visible from significant areas in Northfleet, which will be impacted on by development in Ebbsfleet. Ridge line - also visible from high buildings in Gravesend and from properties in Windmill Hill. Currently is broadly green need to understand the impact on the overall view.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>ORGANISATION ECOLOGY Date of Letter</strong></td>
<td><strong>Conclusion - disappointing application, more detail and study required. R’ship and interaction with Ebb is critical. Needs to be looked at as KTS not just EQ as an ‘island’ Transportation issues need to be looked at as an integrated whole.</strong></td>
<td></td>
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**Swanscombe and Greenhithe Council (SGTC)**

<table>
<thead>
<tr>
<th>ORGANISATION</th>
<th>ECOLOGY</th>
<th>Date of Letter</th>
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<tbody>
<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Increase of population will mean an increased number. of Councillors on Town Council. Council offices not sufficient to house this number of Councillors - with EQ this will rise again and consideration needs to be given to building new premises, or extending existing premises, and would like an S106 Agreement as a condition for the developer to fund the works.</strong></td>
<td>23 April 2003</td>
</tr>
<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Integration is an important issue</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Amenities should compliment existing ones and should take into consideration what is already provided.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Transport and roads need to be looked into very carefully, and it should be got right at a very early stage. The model is not a true picture.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Major developments do not adequately take into account need for schools, hospitals, transport, PO’s etc.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Want condition minimising pollution, noise and dust.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Want condition to ensure security arrangements regarding ‘rogue’ motorcyclists</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Want percentage of natural area retained and identified.</strong></td>
<td></td>
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<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Want policing integrated with new and existing areas.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Suggest a management company set up as on Ingress Park with council members on committee or to be passed over to SGTC to manage the open spaces with necessary inclusion in S106.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Swanscombe and Greenhithe Council (SGTC)</strong></td>
<td><strong>Imperative members are consulted on S106 - they are best placed to advise on wants and</strong></td>
<td></td>
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### Eastern Quarry (EQ1): Summary of Representations Received from Organisations

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<tr>
<td>Swanscombe and Greenhithe Council (SGTC)</td>
<td><strong>Major Urban Park</strong></td>
<td>7 July 2003</td>
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<tr>
<td></td>
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<tr>
<td></td>
<td>o Should be approx. 20 hectares irrespective to other leisure facilities proposed.</td>
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<tr>
<td></td>
<td>o Should be a green Grid link of natural ground between existing population of Knockhall and Swanscombe linking Green grid areas of gorge and Heritage/skull site.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Linkages for footpaths and cycle paths should be created at top of Betsham Rd, (adjoins Keary Rd and Leonard Ave., Bottom of Durant way, Mounts Road and Alkerden Lane.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Public footpath DS20 re-established along original route and establish a footpath from Durant Way through to A2 and from Alkerden Farm through to A2, also establish similar E/W footpath.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Want clarification of transport assessment figures. Extremely concerned about traffic in area.</td>
<td></td>
</tr>
<tr>
<td>Swanscombe and Greenhithe Council (SGTC)</td>
<td><strong>Major Urban Park</strong></td>
<td>22 October 2003</td>
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<td></td>
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<tr>
<td></td>
<td>o Document ‘Supplementary Info - community facilities, Infrastructure and Open space’ para 5.10 shows park at North of development but all other supporting documents show it as being in the South.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Plans submitted for Major Urban Park not really acceptable - if park is in South it will create a divide between old and new communities. SGTC’s interpretation of integration is such that the urban park needs to be situated adjacent to existing areas of Knockhall and S’combe, providing a park easily accessible by all members of the community. Best location being Alkerden Farm.</td>
<td></td>
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<tr>
<td></td>
<td>o Concerned that lake area is included in park’s overall space, area needs to be at least 20 hectares of land that is not made up of water. S of quarry is in shade for most of day due to cliff faces, not suitable location for major urban park.</td>
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<td></td>
<td><strong>Open Spaces</strong></td>
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<td></td>
<td>o SGTC concerned that open space is minimal and does not meet expectations for a development this size. Also concerned that Craylands Gorge and existing areas of open space are being included in overall calculations. As they are already available within the confines of the existing community means the proposed open space is less than should be for a development of this size.</td>
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### Eastern Quarry (EQ1): Summary of Representations Received from Organisations

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<td>Southfleet Parish council</td>
<td>Leisure Provision</td>
<td>March 18 2003</td>
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<tr>
<td>Southfleet Parish council</td>
<td>Integration with existing communities</td>
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<tr>
<td>Southfleet Parish council</td>
<td>Pleased with 'village' format, mixture of designs/types of dwelling, best way to initiate communities.</td>
<td>March 18 2003</td>
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<tr>
<td>Southfleet Parish council</td>
<td>Concerned with noise levels from A2.</td>
<td>March 18 2003</td>
</tr>
<tr>
<td>Southfleet Parish council</td>
<td>Welcomes attention given to Ecology, nature and Archaeological significance.</td>
<td>March 18 2003</td>
</tr>
<tr>
<td>Southfleet Parish council</td>
<td>Welcomes provision of Green Grid links to villages south of A2, and efforts to preserve open countryside.</td>
<td>March 18 2003</td>
</tr>
<tr>
<td>Southfleet Parish council</td>
<td>Serious concerns about access roads into EQ. experiences of 08.01.03 in terms of adverse weather impacts needs careful study.</td>
<td>March 18 2003</td>
</tr>
<tr>
<td>Southfleet Parish council</td>
<td>Welcomes provision of recreational and leisure facilities. Prospective residents need to be aware of clubs, societies and churches in southern villages.</td>
<td>March 18 2003</td>
</tr>
<tr>
<td>Southfleet Parish council</td>
<td>Welcomes fact that medical facilities are on the agenda</td>
<td>March 18 2003</td>
</tr>
<tr>
<td>Southfleet Parish council</td>
<td>Vitally important that full extent of natural springs and drainage difficulties are assessed before</td>
<td>20 October 03</td>
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</table>

- Leisure Provision
  - Proposals seem ambiguous - need for greater detail and co-operation with SGTC and to ensure there is no conflict with existing facilities. Greater consultation needed. SGTC would like developer to improve existing facilities within the existing community, essential as in early stages of development it will give new community the facility to integrate with old comms.
  - Note that in plans play areas are near water - has the safety aspect been looked into.
  - Feel that community halls should be separate buildings to establish a sense of community and make comm. Involvement more apparent. Positioning of comm. halls, open spaces, dual use facilities and play areas need to be discussed with SGTC.
  - No inclusion on plans for cemeteries, development will have an impact within borough and it needs to be thought out now.

- Integration with existing communities
  - Linkages between existing and new communities need greater thought. Road linkage to allow for bus services to link in with new transport systems are necessary.
  - SGTC disappointed to see that DS20 was on existing route, footpath was diverted to allow for quarrying and it would be appropriate for it to follow its original use. Also would like to see footpath from Durant way through to A2 and one from Alkerden Farm, there should also be an east/west footpath established.

- Southfleet Parish council
  - Pleased with 'village' format, mixture of designs/types of dwelling, best way to initiate communities.
  - Concerned with noise levels from A2.
  - Welcomes attention given to Ecology, nature and Archaeological significance.
  - Welcomes provision of Green Grid links to villages south of A2, and efforts to preserve open countryside.
  - Serious concerns about access roads into EQ. experiences of 08.01.03 in terms of adverse weather impacts needs careful study.
  - Welcomes provision of recreational and leisure facilities. Prospective residents need to be aware of clubs, societies and churches in southern villages.
  - Welcomes fact that medical facilities are on the agenda.

- Vitally important that full extent of natural springs and drainage difficulties are assessed before 20 October 03.
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<tr>
<td>Parish council</td>
<td>construction proceeds.</td>
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<td></td>
<td>- This development and Ebbsfleet will have impact on surrounding areas.</td>
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<td>Welcome liaison with highways agency and KCC.</td>
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<td></td>
<td>- Reduction in retail floorspace is welcomed</td>
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<td></td>
<td>Welcome tighter wording relating to no. of dwellings in mixed use.</td>
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<tr>
<td>Sevenoaks District Council</td>
<td>- Concerned about increase of traffic generated, congestion will have</td>
<td>2 April 2003</td>
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<tr>
<td></td>
<td>knock on effect within Sevenoaks.</td>
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<td></td>
<td>- Existing hospital provision for Swanley, Dartford and Gravesham</td>
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<td></td>
<td>not capable of meeting needs of new development.</td>
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<td></td>
<td>- Has potential to have significant effect upon economic and social</td>
<td></td>
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<td></td>
<td>dynamics of Northern part of Sevenoaks District.</td>
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<td>Impact needs to be investigated thoroughly and include measures to</td>
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<td></td>
<td>integrate new communities into existing ones.</td>
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<td></td>
<td>- Mitigation measures for protection of sites etc should be strictly</td>
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<td></td>
<td>monitored.</td>
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<td>- N Kent Police should be asked to comment on layout, design and</td>
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<td></td>
<td>phasing from a community safety viewpoint.</td>
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<tr>
<td>Bean Parish Council</td>
<td>- More info needed on road infrastructure and impact on A2, Bean R'bout</td>
<td>11 March 2003</td>
</tr>
<tr>
<td></td>
<td>and Bean Village.</td>
<td></td>
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<td>- Community space set aside for places of worship but no provision for</td>
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<td></td>
<td>burial grounds and/or cremation facilities.</td>
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<tr>
<td>Stone Parish Council</td>
<td>- Support application but have concerns about highways especially Bean</td>
<td>27 February 03</td>
</tr>
<tr>
<td></td>
<td>junction.</td>
<td></td>
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<tr>
<td>Stone Parish Council</td>
<td>- Request that all infrastructure and utility services are in place</td>
<td>09 October 2003</td>
</tr>
<tr>
<td></td>
<td>before building work commences to lessen impact on existing</td>
<td></td>
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<tr>
<td>Greenhithe Community</td>
<td>- Medical facilities - Darent Valley already unable to manage, Doctors</td>
<td>25 March 2003</td>
</tr>
<tr>
<td>Alliance</td>
<td>surgeries are already stretched to capacity, lack of health clinics.</td>
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<td></td>
<td>- Opposition that new leisure facilities are all centred within a new</td>
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<td>development, existing residents would like access to facilities and</td>
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<td></td>
<td>avoid a them and us situation. Want to avoid dividing beneficial</td>
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<td></td>
<td>recreations and community facilities.</td>
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<td></td>
<td>- Bluewater has already increased volume of traffic to the extent that</td>
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<td>a local resident's journey of 20mins not takes 2 hours.</td>
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<td>- Local roads were flooded with dirt from construction vehicles and the</td>
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<td>additional dirt from building sites has an negative impact on quality</td>
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<td>of life and appeal of area.</td>
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<tr>
<td>ORGANISATION</td>
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<td>Emergency facilities - police and fire services are not included, resources are already stretched and residents are concerned that with EQ it will become worse.</td>
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<td>Primary education is catered for but secondary education is not, common sense dictates that if you provide primary education you need to provide secondary.</td>
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<td></td>
<td>With new homes long term employment is essential.</td>
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<tr>
<td>Bean Residents Association</td>
<td>Concerned over worsening traffic congestion due to unavailability of continuous E - W roads for many years.</td>
<td>27 March 2003</td>
</tr>
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<td>Concerned over phasing of construction - East to West.</td>
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<td>Proposed to retain unsafe vehicular access on A296 Watling Street, Pedestrian access should be restored.</td>
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<td>Impracticality of accesses from Bean Road/Mounts Road to NW corner of site.</td>
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<td>No noticeable attempt to replicate footpaths, woodland and orchards which were present until 1970’s.</td>
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<td>Approve the use of damaged land N of Watling street rather to taking land to the S.</td>
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<tr>
<td>Southfleet Parish Residents’ association</td>
<td>Concerns</td>
<td>25 March 2003</td>
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<td></td>
<td>Lack of a transportation plan - no reference to additional traffic and how it will affect local and adjacent parishes. Traffic impacts study/modelling needs to be carried out. North/South routes are of particular concern.</td>
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<td>No provision or references to increases in local hospital services. Provision of a health centre does not address issue of how already overstretched local hospital will cope with large increase in local residents and workers.</td>
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<td>With provision of significant purpose built light industrial units within development will DBC take the opp to control expansion of light industrial B1 use in remaining rural parishes and green belt? Much of local traffic probs arise from inappropriate use of redundant farm buildings.</td>
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### Eastern Quarry (EQ1): Summary of Representations Received from adjoining occupiers

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<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>NATURE OF OBJECTION</th>
<th>Date of Letter</th>
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<tbody>
<tr>
<td>John F Thompson</td>
<td>Rectory Meadow, Southfleet</td>
<td>- Impressed overall but has problems with highways. Believes A2 Road bridge at Bean and A2 road bridge at end of New Barn Road need widening now - let alone when further development takes place.</td>
<td>Email 18.11.03</td>
</tr>
<tr>
<td>Geoff Baker</td>
<td>67 Manor Road, Swanscombe</td>
<td>- Complex and long letter (also refers to letter of 19-04-03) the main points being:</td>
<td>16.10.03</td>
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<td>- Proposals relate poorly to existing urban areas of Swanscombe and Knockhall, fails to address questions of integration and social inclusion. New development will be an isolated community rather than integrated with already existing local communities.</td>
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<td>- Points out that it ignores context of Policy MDS5 of Dartford Local Plan Review para 4.54. Particularly regarding existing public transport links.</td>
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<td>- Disagrees with inclusion of Alkerden Farm and arable fields, is contrary to principle within PPG3 - no justification for developing this land.</td>
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<td>- EQ Planning brief para 4.49 objective is to avoid the appearance of a continuous build up expanse. Use of Green wedge space he suggests is tokenism rather than positive planning.</td>
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<td>- Open space provision - disputes 33% allocation as Craylands gorge if included in calculation is limited due to safety concerns. Concerned about how much of 33% is water.</td>
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<td>- Leisure development - feels 30,250m$^2$ is too high and not reflecting local demand. If this were omitted a greater area of previously developed land would be available and Alkerden Farm and Green field sites would be free to form core of Major Urban Park or Green Wedge required within SPG.</td>
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<td>- Retail Provision - Ignores potential impact of Ebbsfleet - people likely to spend money there and not again at EQ. Suggests two developments are inter-dependant and retail provision be couched in terms of emerging hierarchy.</td>
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<td>- Other issues - Crucial that delivery of residential accommodation is linked by a series of Grampian style triggers to delivery of both employment floorspace at Ebbsfleet and Fastrack network.</td>
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<tr>
<td>Mr G Baker</td>
<td>67 Manor Road</td>
<td>- Long letter</td>
<td>22.04.03</td>
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<td>- Is application being referred to Sec of State as a departure from local plan.</td>
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<td>- Developer has ignored Govt Policy PPG3 to apply a sequential test to new project.</td>
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## Eastern Quarry (EQ1): Summary of Representations Received from adjoining occupiers

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| Alex Hills            | “Hands Off Kent” Upper Ave, Istead Rise | - EQ can not be treated in isolation to other developments in area, need to consider impact on other developments and on existing local communities (Istead Rise, Southfleet etc)  
- Traffic calming measures need to be put in place before building work starts. More thought needs to be given to the provision of roads and transport. | 29.09.03       |
| David Brennan         | 31 Bean Road           | - Generally support plan.  
- Extremely concerned about and object to the access point proposed towards lower end of Mounts road. It will increase and put pressure on traffic in the residential areas. Access to new villages should be off the main arterial roads (A” and Bluewater carriageway), local access should be at top of Mounts road away from quiet residential streets  
- As far as he can tell the plans show buildings up to 70m height at north end of site, feel this would be more appropriate to south end of site.  
- Chalk escarpments should be valued and preserved as they are a feature of landscape. | 19.10.03       |
| Mr & Mrs Partridge    | Beacon Drive, Bean     | - Shocked that permission may be given for such a development so close to villages and water.  
- Traffic from Bluewater already cuts through Bean.  
- Access on master plan uses Bean road which is already over used, residents | 19.05.03       |

- housing sites particularly in relation to Alkerden Farm.  
- Main retail centre and ‘leisure island’ should be located in area suitable for existing as well as potential communities.  
- Leisure island - represents an unsustainable car-orientated development . suggests an artificial ski slope.  
- Community facilities - feels 2 churches may not be enough based on estimate of 7.3 people attending church. Suggests additional facilities in existing urban areas of Swanscombe and Greenhithe.  
- Concerned at lack of cemetery space.  
- Transport Assessment - extreme congestion on St Cement’s Way. Transport solution must take account existing problems within the area i.e. congestion at Bluewater. Suggests Link to St Clement’s Way via Hedge Place roundabout.
## Eastern Quarry (EQ1): Summary of Representations Received from adjoining occupiers

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<tbody>
<tr>
<td>Mr T Phillips</td>
<td>39 Gilbert Close, Swanscombe</td>
<td>already experience difficulties with access to their own properties.</td>
<td>02.06.03</td>
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<tr>
<td>Mr &amp; Mrs Hampson</td>
<td>121 Beacon Drive, Bean</td>
<td>- Is concerned that site includes Alkerden Farm as he lives opposite it</td>
<td>17.04.03</td>
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<td>- Bluewater has already caused major problems for Bean residents simply gaining access to their homes.</td>
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<td>- Congestion is awful - road widening wouldn’t help.</td>
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<td>- Surrounding area suffers from neglect, exit from Bluewater past Merry Chest is filthy. With more housing - more people, more cars problem will be worse.</td>
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<td>- Schools and hospital provision has to cope with extra people.</td>
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<td>- How will major problem of hospital being too small be rectified.</td>
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<td>- What will be done about litter and how can you ensure it doesn’t escalate with new housing.</td>
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<td>- What will be done to safeguard health from pollution and what measurements are being taken to monitor pollution and noise levels.</td>
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<tr>
<td>Mr &amp; Mrs Girard</td>
<td>45 Hasted Close, Greenhithe</td>
<td>Road systems cannot cope with present traffic load due to penny pinching by developers and incompetence by local authorities.</td>
<td>16.04.03</td>
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<td>- Stretch of road from Bluewater to MacDonalds originally single then dual carriageway.</td>
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<td>- A lot of detail regarding specific areas with particularly poor roads/congestion.</td>
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<td>- Social and private housing doesn’t mix. Developers will not deliver on promises made to provide quality community facilities.</td>
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<td>- How much of all the extra Council Tax raised will go back into these communities. Plus rates from business space.</td>
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<td>- Area around the quarry is a haven for wildlife.</td>
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<td>- Local paper reported that when permission was originally granted a proviso was set that the quarry should be reinstated to its original woodland.</td>
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<td>- Public Consultation is a charade, any opposition will be ignored.</td>
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<td>Mrs Gilingham</td>
<td>11 Lewis Road, Swanscombe</td>
<td>Disappointed - no reinstatement of Swanscombe Woods, As was promised when it was destroyed for quarry</td>
<td>04.04.03</td>
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<td>- Wants proper landscaping of cliff face and assurances that there will be proper wooded areas.</td>
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| Miss J L Webb             | 29 Valley View, Greenhithe | ▪ Concerned that the council/govt aren’t building enough low cost housing for local young people.  
▪ Concerned about number of access roads, don’t seem to be any new roads on plans.  
▪ Concerned about congestion at Bluewater which is already intolerable.  
▪ Concerned about environment and standards of living.                                                                                   | 13.04.03       |
| Alexander Hills           | 14 Upper Avenue Istead Rise Gravesend | ▪ Brown field sites building is to be encouraged but has several reservations.  
▪ Congestion around Bluewater - extra 20,000 people will make this even worse. This congestion deters businesses from setting up in the area.  
▪ Government Guidelines say developments need to be sustainable. According to the plans there aren’t enough jobs for it happen. It will simply provide more commuter traffic.  
▪ Can’t see any provision for dentist or doctors. Darent Valley Hospital is too small for the area, wont be able to cope.  
▪ Pollution from London with prevailing winds, building of houses will cause more pollution. Medway and Gravesham will be affected by the pollution.  
▪ Scheme described as 5 villages - disputes title of village as no pub, police station or place of worship.  
▪ Suggests 1 parking space with other parking charged and money raised for upkeep of public spaces or to subsidise bus travel   | 08.04.03       |
| Mr A Del Pino             | 59 Beacon Drive, Bean    | ▪ Area still coping with congestion problems thanks to Bluewater.  
▪ Journey to/from work will be longer, people tend to use Darenth which is unfair on Darenth villagers.                                                                                         | 09.04.03       |
| LaFarge Cement            |                          | ▪ Letter of Support.                                                                                                                                                                                                  | 19.03.03       |
| M Brigden & N Smith       | 50 Beacon Drive, Bean    | ▪ Education - provision of schools.  
▪ Traffic appalling as it is with Bluewater - it will only get worse.  
▪ Childcare facilities are already poor this will affect costs of childcare which is already expensive.  
▪ Project will reduce cost of their property.                                                                                              | 20.03.03       |
<p>| Ms J O’Conner             | 39 Sun Road, Swanscombe | ▪ Concerned about house prices, council tax, road building and disruption.                                                                                                                                             | 12.03.03       |</p>
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| Mr & Mrs Lucas      | 51 Milton Road              | ▪ Volume of traffic, since Bluewater traffic is appalling, - a local road and exit from A2 should have been provided.  
▪ Darenth Valley Hospital unable to cope with current local population - with more than 7000 dwellings this will be even worse.  
▪ Feel that they deserve something given back to the community.  
▪ Object to development                                                                                                           | 17.03.03       |
| R J Chandler        | 1 Stonewood Cottages, Sandy Lane, Bean | ▪ Main concern is extra traffic which will be generated, especially along Bean road where congestion is already considerable.                                                                                      | 17.03.03       |
| Mr & Mrs Sarfas     | 30 High Street, Swanscombe  | ▪ Concerned that there is not adequate provision to allow for the amount of extra traffic which will be generated.  
▪ Plans don’t show any extra road provision despite the cars which will be generated by over 7000 homes.                                                  | 24.03.03       |
| Scott Mills         | 26 Stanhope Road, Swanscombe | ▪ Mainline stations to London are already very congested at rush hour - new station not to be completed until 2007 at earliest.  
▪ Will the proposed schools be completed before residents move in.  
▪ Queries number of doctor’s surgeries and when to be completed.  
▪ No mention of new hospital facilities - waiting lists already very long.  
▪ Will there be a new Police station - how many will need to be recruited, force is already overstretched.                               | 20.03.03       |
| Brian Reynolds      | 1 Foxberry Walk             | ▪ High density housing no large nature spaces between each village development, larger areas of woodland needed to divide each village.  
▪ Surprised to see Swanscombe and Knockhall totally integrated with new urban villages.  
▪ Agrees with upper northern slopes of quarry laid to natural planting and woodland.  
▪ Car use not clearly thought through. Roads around Bluewater area are already at capacity. Also limited car spaces per property will lead to over parking on roadside kerbs creating a cluttered, low quality development | 26.03.03       |
| P A B Faint         | 4 The Flats, Knockhall Road | ▪ Roads in Swanscombe and Greenhithe suffered due to volume of traffic from CTRL etc. They are in a state of disrepair.                                                                                           | 26.03.03       |
## Eastern Quarry (EQ1): Summary of Representations Received from adjoining occupiers

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| Greenhithe    |                                | ▪ Bluewater already causes problems as does CTRL - the extra traffic will go to the side roads.  
▪ Area around Bluewater is residential cannot take trucks traffic calming will not put people off.  
▪ EQ will be full of expensive ghettos like Docklands, the people will not enhance the community, jobs provided will not be for long term and not for local people.  
▪ Would prefer the area to be made into a nature reserve.                                                                                           |                |
| Carol Ridley  | 16 Manor Road, Swanscombe      | ▪ Has noticed lack of roads to support extra volume of traffic, road infrastructure is already insufficient for extra traffic that Bluewater has created.  
▪ Also concerned by lack of extension to hospital or plans for a new one. The existing hospital will not be able to cope.  
▪ Strongly objects to planning permission being granted.                                                                                          | 13.03.03       |
| W J Elliot    | Willerby Farm, Downs Road, Northfleet | ▪ Roads cannot support the extra traffic unless roads are widened, new roads completed.  
▪ Applicants are deceiving the authorities and general public by not declaring green field sites within the application which have never been part of EQ.  
▪ Cheap design of barrack style villages, high pollution, poor air quality at Bean junction and EQ  
▪ Any proposal for drainage or run off water to cross Southfleet Road must not be permitted. Ebbsfleet stream will be at its maximum capacity. CTR water management between Tollgate and top of Swanscombe cutting has a 1200mm outlet into the Western end of the Ebbsfleet. | 26.02.03       |
| Drivers Jonas | On behalf of Bluewater         | ▪ Advise that the proposed retail floorspace would not have a detrimental impact on Bluewater  
▪ Suggest further assessment on locating retail in one place, ie market centre  
▪ Suggest set floorspace limits on retail as development proceeds  
▪ Suggest further work carried out with regard to impact on existing centres                                                                    | 7.08.03        |

**Comments Forwarded by Barton Willmore 03.04.03 resulting from applicants exhibition**

| K Johnson     | 70 Stonewood, Bean             | ▪ Sorting out roads is a priority                                                                                                                        |                |
### Eastern Quarry (EQ1): Summary of Representations Received from adjoining occupiers

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<tr>
<td>L Coppiters</td>
<td>25 Pilgrims View, Greenhithe</td>
<td>▪ Supports development but bridge over A2 must be widened as it will not be able to cope with increase in traffic. It is essential if this development is to succeed.</td>
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<tr>
<td>B Fitzpatrick</td>
<td>11 Durrant Way, Swanscombe</td>
<td>▪ Access to Swanscombe is already difficult; it is not clear how Fastrack will work. Traffic conditions will seriously affect Swanscombe residents. ▪ Swanscombe residents will still have to walk in order to use Fastrack.</td>
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<tr>
<td>K Garwood</td>
<td>1 Bonny Acre Cottages, Culverstone</td>
<td>▪ Feels that an action sports facility would be beneficial to the youths in the community.</td>
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<tr>
<td>Sport England -</td>
<td>Update on previous application.</td>
<td>27.04.05</td>
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<tr>
<td>Mick Anson</td>
<td>Sport England would encourage assessment of needs and opportunities to provide open space and recreation.</td>
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<td>General advice/contact details regarding provision of sport facilities.</td>
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<tr>
<td>Sport England -</td>
<td>Would still seek appropriate level of provision of recreation in line with advice in PPG17.</td>
<td>18.02.05</td>
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<tr>
<td>Mick Anson</td>
<td>Would accept a reduction in recreation provision commensurate with the reduction in the scale of the development.</td>
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<td>Ensure compliance of PP objective 4.</td>
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<td>Environment Agency</td>
<td>Requires specific information regarding surface water drainage plans and impact of a possible rise in groundwater levels when dewatering from the site has ceased.</td>
<td>05.11.03</td>
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<td>Possible impact of using pipeline to convey these flows to the Thames.</td>
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<td>Within EQ there are Inner Source Protection Zones (SPZ) for two Thames Water Empire Paper Mill abstractions. Any development which falls within a groundwater protection zone should adhere to those recommendations laid down in the ‘policy and Protection of Groundwater’ EA 1998.</td>
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<td>Any development proposal should take into account artificial influences on groundwater. Existing groundwater levels are temporarily depressed by dewatering to the North east of EQ site during CTRL works. Dewatering will require a permit, recommends that EIA should include information on water use efficiency.</td>
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<td>Location is sensitive to groundwater issues, investigation or desk study would be appropriate.</td>
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<td>Site lies in Source Protection Zone I/II of more than one public water supply. Restrictions will be made on type and depth of discharges to ground.</td>
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<td>Surface soakage areas as opposed to soakaways is preferred.</td>
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<td>All surface water from parking areas and hardstanding shall be passed through an oil separator.</td>
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<td>Developers must demonstrate adequate protection of groundwater resources built into sewerage design.</td>
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<td>Site identified as important for breeding bird population and various amphibians and wildlife necessary protection has to be organised during development.</td>
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<td>Attachment - ‘pollution prevention guidelines’.</td>
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<tr>
<td>Environment</td>
<td>DC - major concerns are potential flooding of development caused by increases in groundwater</td>
<td>13.02.04</td>
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</tbody>
</table>
### ORGANISATION  |  ECOLOGY  |  Date of Letter  
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**Agency**  
- and disposal of surface water from development site.  
  - Requests lake overspill level should be 5.5m above Ordnance Datum Newlyn to allow a buffer zone in event of rising groundwater levels.  
  - Methods of surface water drainage and groundwater level management. No objection to use of existing outfall along Craylands Gorge and River Ebbsfleet, should be no net increase in flow to the Swanscombe marsh system and Ebbsfleet from current consented volumes  
  - Suggest following conditions:  
    - All finished slab levels of residential accommodation, minimum level of 6.5 above Ordnance Datum.  
    - There shall be no ground floor sleeping accommodation on lowest areas of site.  
    - Lake overspill level should be at 5.5m aODN.  
    - Details of surface water drainage and groundwater control to be submitted for approval by LPA before any construction of any phase is started.  
    - No net increase from current consented volume of water discharged to Swanscombe Marsh system.  
    - No net increase from current consented volumes of water discharged to River Ebbsfleet.  

**Swanscombe and Greenhithe Town Council**  
- Refers to previous observations submitted on 23.04.03 and 22.10.03 (EQ1)  
- Re the major urban park, even though the park has been moved to the northern part of the site, SGTC feels it is still not of sufficient size and are concerned about the location on cliffs. - SGTC are still waiting for more info on size of park etc.  

**Swanscombe and Greenhithe Town Council**  
- Updated comments, would require conditions to be met covering following:  
  - Measures to control noise and fumes etc. to the existing populated area.  
  - Road control arrangements to prevent over use or wrong use.  
- Northern Park six of 18.68 hectares does meet requests of SGTC, bearing in mind the terrain, SGTC would want public safety to be guaranteed by adding the following conditions:  
  - Landscaping to make terrain suitable for public park use.  
  - Seeding and planting where necessary  
  - Provision of paths and walkways with steps and handrails, to be disabled compliant as far as practicable.  
  - Safety measures to all dangerous areas ie, cliff tops  
  - S106 agreement for transfer of ownership of land including Alkerden Farm to the Town
Council. This to include a period of time for the park to be maintained whilst being brought up to a usable area for the public by the developer, as well as a commuted sum for future maintenance by the Town Council. Commuted sum should also include for a children’s play area and provision of litter/dog bins and seating etc.

- Developer has already made other offers to Town Council, itemised in a document ‘Leisure and Recreation Opportunities in and around EQ’ Town Council indicated interest in this package and would expect them to be included in S106 Agreements. To summarise:
  - Northern park (approx 18.68 hectares)
  - Northern Park, North edge area (approx 2.8 hectares)
  - Northern Park, Western Cross Farm (Approx 0.17 hectares)
  - Cobham Terrace, Wooded area (approx 2.82 hectares)
  - Empire Football Field (approx 2.58 hectares)
  - Heritage Park (approx 10.75 hectares)
  - Essander Playing Fields (approx 5.85 hectares)
  - Developer pointed out that items 3 & 5 were not in their ownership but they would attempt to acquire them so that they were part of the overall package). Developer also promised to give Town Council a 100 acre park on Eastern side of Stanhope/Southfleet Roads.
  - If Developer cannot maintain this obligation then these items would have to have an inclusion for future maintenance within S106 agreement. Also need to include within planning framework a contingency for a commuted sum to assist with the upgrade and improvement of existing facilities.
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<tr>
<td>Swanscombe and Greenhithe Town Council</td>
<td>Make further observations, which can be summarised as follows:</td>
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- Concern about the safety in the cliff areas and seek barriers set away from the cliff edge and that the developer should be responsible for maintenance of the cliff faces in perpetuity. |
- There appeared to be no footpath or cycleways shown on the plans. This matter should be taken further and the details should be subject to the approval of the town council. |
- There should be accesses for small buses between the development and Swanscombe at the Betsham Road/Irving Walk end of the development in order to ensure integration. |
- They also recommend that all detailed design should be subject to the agreement of the Town Council. |
- They advise that the Swanscombe Master Plan be incorporated into the planning guidance for the site. |
| Sevenoaks District Council | Will consider the matter and forward comments ASAP. | 08.01.04 |
| Sevenoaks District Council | Increased levels of traffic will have a harmful knock on effect upon roads within Sevenoaks district. | 27.01.04 |
| Sevenoaks District Council | Impact of the development on social and economic dynamics of the northern part of Sevenoaks not been investigated - the integration of new communities into existing fabric should be explored. | 10.05.05 |

Object on following grounds: |
- Increased levels of traffic - harmful knock on effect within Sevenoaks District. |
- Existing hospital provision for Swanley, Dartford and Gravesend not capable of meeting needs of new development. |
- Proposed development has potential to have significant effect on economic and social dynamics.
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| of northern part of the Sevenoaks district.  
  - Investigation measures to integrate the new communities into the existing fabric of the area should be explored.  
Other comments:  
  - Mitigation measures for protection of sites natural resources and wildlife habits should be strictly monitored.  
  - North Kent Police should be asked to comment from a community safety viewpoint.                                                                 |                |
| Bean Parish Council - Jan Becket  
Grave concerns application does not include any changes to present road infrastructure, which is already woefully inadequate and will be exacerbated by EQ development.  
Congestion at Bean roundabout and Bean Bridge is commonplace, especially at weekends and holiday periods, effectively cutting Bean off and preventing access. | 02.05.05       |
| South Eastern Trains  
No objections                                                                                                                                  | 27.04.05       |
| The Countryside Agency  
Full comments were provided for original application, refers to comments made in letter of June 26 2002 (EQ1)                                      | 10.02.04       |
| The Countryside Agency  
No formal representations.  
Recommend consideration is given to impact of scheme to surrounding area, proposed improvements should respect and enhance local character and distinctiveness, and appropriate materials used | 13.04.05       |
| SEEDA - Paul Hudson  
Supports the application                                                                                                                     | 23.05.05       |
| Southern Water  
Comments of letter 21.03.03 still apply (refers to EQ1)                                                                                   | 30.01.04       |
| Southern Water - David Nuttall  
Major off site infrastructure improvements are required to service the development. These should be requisitioned by the developer under terms of Water Industry Act. Developer should approach Southern Water to initiate requisition to provide necessary infrastructure in time to serve the proposed development | 25.04.05       |
| Thames Water  
No objection regarding sewerage infrastructure.  
Water - unable to determine capacity of the network needs for this application, suggest a condition that dev cannot be commenced until details of the water infrastructure plans have been submitted and approved., also that satisfactory arrangements have been made for the provision of adequate water supplies for the whole of the development. | 03.02.04       |
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<td>Thames Water</td>
<td>▪ Use of oxidised Thanet Sand as a backfill can lead to elevated concentrations of some chemicals which may lead to enhanced treatment facilities. Suggest a condition that the developer discusses the matter further with Thames Water and in the meantime submit drainage details and land raise/foundation design.</td>
<td>03.02.04</td>
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<tr>
<td>Bexley Council</td>
<td>▪ Waste - developer’s responsibility to make proper provision for drainage to ground, water courses or surface water. Not allowed to drain to the foul sewer as major contributor to sewer flooding. TW will recommend that applicant looks to ensure that new connections to public sewerage system do not pose threat, check that proposals are in line with advice from DETR, ensure the separation of foul and surface water sewerage on all new development.</td>
<td>28.07.05</td>
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<tr>
<td>English Heritage</td>
<td>▪ No Representations.</td>
<td>03.06.04</td>
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| Kent Wildlife Trust | ▪ Pleased that BAP has taken on board many of KWT’s suggestions.  
▪ Would like to see minor adjustments to the BAP agreed with the developer  
  o Commitment to connectivity with wider Green Grid as part of Overall Objectives  
  o Resumption in favour of use of green and brown roofs as part of the proposed action for black redstarts.  
▪ Have prepared list of draft terms to specify what they would like to see as essential nature conservation components.  
  o Creation of new wildlife habitats to reflect site’s post-industrial environmental conditions in addition to conservation of existing habitats on the site.  
  o Mitigation for loss of natural habitat for invertebrates, reptiles, amphibians and birds.  
  o Habitat connectivity within Green Zones.  
  o Movement corridors/road crossings to avoid breaking ecological connectivity.  
  o Incorporate wildlife habitats within housing areas - not just edges of site.  
  o Nature conservation strategies and management regimes for parts of site where minerals will be extracted in short term.  
  o How will proposals integrate with those of Northfleet West Sub Station?  
  o Arrangements for increased capacity of receptor area in NW sector of site. | 10.02.04 |
**ORGANISATION** | **ECOLOGY** | **Date of Letter**
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**Arriva** | ▪ Disappointing to see that it is not proposed to achieve a through public transport route across the site until 2011 - they would seek the ability for public transport services to be able to transverse EQ from the earliest possible opportunity.  
▪ Conventional buses will also need good access to the site and would bring accessibility benefits to parts of the development away from the main Fastrack route. | 06.02.04
**Health and Safety Executive** | ▪ No representations | 12.01.04
**RSPB** | ▪ Although no statutory designations, 3 bird species listed on Sched 1 of Wildlife and Countryside Act have been recorded as breeding. Pleased to see that BAP fully considers mitigation of loss of habitat and regards the measures as sufficient, particularly the appt of Ecological Clerk of Works and site Manager.  
▪ 7 BAP species have been recorded as breeding on site - proposals are adequate but they are happy to advise if more detail is required.  
▪ Approve of commitment in SUDS.  
▪ Would wish to see measures for energy and water efficient housing and building construction.  
▪ Would like to see development achieve 50% reduction in water usage and achieve ‘very good’ or ‘excellent’ standard for energy efficiency. | 21.01.05
### ORGANISATION | ECOLOGY
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**Kent Ambulance** | • Comments of letter of 7th November 2003 still apply (EQ1)  
**Transco** | • Guidance for working safely near overhead lines should be followed.  
**Transco** | • Attention drawn to medium pressure main within vicinity of the site, no mechanical plant should be used within 1m of this main.  
**Southfleet Parish Residents Association** | • Concerned about traffic flow problems comments were forwarded in letter dated 4th September 2003. (EQ1)  
**Southfleet Parish Council** | • Description of development - maximum permitted height of buildings is 70m AOD this seems excessive.  
**Gravesham Friends of the Earth - B E Driscoll** | • Unbalanced and unnecessary Urban sprawl

**Date of Letter**

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<td>Southfleet Parish Residents Association</td>
<td>29.01.04 04.09.03</td>
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<td>Southfleet Parish Council</td>
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<td>Gravesham Friends of the Earth - B E Driscoll</td>
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<td>does not fall on the taxpayer.</td>
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<td>▪ Site was previously Green Belt, taxpayers are being forced to pay for development infrastructure,</td>
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<td>▪ Refers to earlier letters</td>
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<td>Gravesham Borough Council</td>
<td>They reiterate their overall support for the concept of the development, however they have some specific reservations as follows:</td>
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<td>Highways: Recognise the problem is the competition between sites for available highway capacity and therefore it is important these developments all form part of a combined transport strategy for Kent Thameside. They acknowledge that the toolkit approach, also used at Ebbsfleet, is a useful way to handle the uncertainties of the future.</td>
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<td>Retail: The Borough Council raised major concerns on the EQ1 application regarding the level of retail floorspace proposed. They are concerned that the 26,000 square metres of retail floorspace proposed in the application plus the 5,000 square metres of retail in the Northfleet West Sub Station and the proposed commercial leisure provision will create an additional major node in Kent Thameside, which may affect the sustainable pattern of development. They suggest the retail floorspace should be the subject of review.</td>
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<td>Leisure: The scale of the leisure component also needs to be tested in the context of the amount of housing development. There is concern that it will impact on the surrounding areas.</td>
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<td>They suggest that the retail and leisure provision be reviewed whilst the Highways Agency comments are awaited.</td>
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<td>Dartford Gravesham and Swanley Primary Care Trust</td>
<td>The NHS has no spare capacity to accommodate an increasing population and minimal opportunity to expand existing facilities. Their original request for contributions from the developer included hospital wards and contributions to a Health Impact Assessment and emergency services. Following a series of meetings they have carried out a significant amount of work to produce a model for the Health and Social Care Centre required to serve the needs of Eastern Quarry. Although the PCT receives funding from the Department of Health there is a time lag before the new population is reflected in any funding. In line with Government Advice on developer contributions they are therefore seeking the following in order to meet the health needs of the residents of Eastern Quarry:</td>
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|                                      |  • A Health and Social Care Centre (HSCC) with a floorspace of approximately 3,200 square
Eastern Quarry - Summary of Representations Received prior to and reported to Development Control Board 13-07-05 - Organisations

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<td><strong>Highways Agency</strong></td>
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<td>metres. They therefore request that the developer make the land for this available free of charge and give a contribution of £10million towards capital costs for the construction of the HSCC. Without this capital contribution the PCT advise that they would not be able to support the EQ2 development, as they would need to withdraw funding from other areas to support this new facility.</td>
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<td>• The land take is estimated to be between 1500 and 1800 square metres in order to accommodate the building plus dedicated parking for key staff and access to shared parking for users. The final land take will need to be negotiated. They seek the provision of the HSCC at the same time as the Life Long Learning Centre and Education Campus as they consider this to be an integral part of that provision.</td>
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<td>• An interim provision of a three GP surgery (406 square metres) with ancillary parking etc. This is based on the assumption of the main HSCC being provided at 1800 dwellings. They also seek greater understanding of the phasing of housing development in Eastern Quarry and Ebbsfleet so that they encourage clustering and sharing of interim facilities wherever possible.</td>
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<td>They reconfirmed that they have worked closely with the applicant’s consultants in an attempt to reach an agreed position on the transport impact and associated sustainability issues arising from these applications and other proposed developments in Kent Thameside. They advised that they have completed their assessment and the Agency is considering the way forward. They expect to be able to advise their position shortly but not in time for 13-07-05 Committee.</td>
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See Appendix E - summary of KCC summary representation
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### Eastern Quarry 2: Summary of Representations received up to Development Control Board 13-07-05 from adjoining occupiers

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| J D Mendham | 16 Gilbert Close Swanscombe | Extra traffic will be generated, even with extra roads for Fastrack, Swanscombe will become an ‘island’ particularly at the new year sales at Bluewater.  
- Water - there are shortages already, can the system cope with an extra 6,250 dwellings | 12.04.05 |
| Alan Shaw | 3 Factory Road Swanscombe | Concerned about traffic as Bluewater already generates considerable amount of congestion, can the area cope with the additional volume? | 20.04.05 |
| Mr and Mrs Shields | 61 Page Close Bean | Traffic - traffic jams occur during peak shopping periods, concerned Bean will become busier, noisier, dirtier and more dangerous for children.  
- A2 already struggles with amount of traffic, new development would create gridlock and would be concerned if green land was used to create new roads.  
- Concerned about pollution and air quality and the negative affect on Bean as a village location. | 19.04.05 |
| Mr Daniel Robbins | 4 Mounts Road Greenhithe | Surrounded roads will not be able to cope with increased traffic.  
- Ingress Park and other developments have caused traffic chaos including gridlock at the MacDonalds roundabout.  
- Also concerned how Ebbsfleet will affect local traffic, Couldn’t EQ be a retail park similar to the one at Lakeside so that it has less traffic? Or better still return it to a natural environment with trees and shrubs. | 09.01.04 |
| Mr Daniel Robbins | 4 Mounts Road Greenhithe | Traffic - Ingress Park and Bluewater have already brought extra traffic into the area.  
- Extra traffic lights at each new development slow down the traffic flow on London Road. | 14.04.05 |
| Wayne Cunningham | 52 Stanhope Road Greenhithe | How will EQ deal with medical problems?  
- What school provision is provided?  
- Will there be a bus service linking Dartford, Gravesend, BW, Greenhithe, Swanscombe, Northfleet and Ebbsfleet, will it have its own railway station?  
- Will housing be luxury or affordable?  
- What is the timescale?  
- How will roads deal with traffic?  
- Will EQ be part of Swanscombe or have its own identity? | 19.01.04 |
| Geoff Baker | 67 Manor Road | Wishes objections raised in previous correspondence to be carried forward. | 02.03.04 |
### Eastern Quarry 2: Summary of Representations received up to Development Control Board 13-07-05 from adjoining occupiers

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<td><strong>Swanscombe</strong></td>
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<td><strong>(EQ1)</strong></td>
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<td>▪ Concerned that proposal does not integrate with existing communities of Swanscombe and Knockhall and fails to comply with PPG3 and PPG6. SPG is being treated in a cavalier way and sequential tests required under PPG3 and PPG6 are being ignored.</td>
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<td>▪ Greenfield areas in Alkerden Farm and adjoining allotments to northern edge of boundary should not be developed. Should form part of the major urban park which is poorly located.</td>
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<td>▪ Retail and leisure provision is excessive. Under PPG6 any demand over that served within locality should be met in Dartford and Gravesend Town Centres.</td>
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<td><strong>G Baker</strong></td>
<td>67 Manor Road</td>
<td>▪ One of his main concerns is the Inclusion of arable fields to rear of Manor Road, Swanscombe.</td>
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<td>▪ The integrity of the field to rear of Manor Road should remain intact as a Greenfield site and be incorporated within the area of the northern park. This field is one of the few remaining pieces of Greenfield land in the whole of Swanscombe, and the last remaining remnant of the former Manor of Alkerden and so is of heritage interest.</td>
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<td>▪ This would require the applicant to move the position of the northern distributor road marginally further to the south. It would also assist in preserving the amenity of the residents of Manor Road from traffic noise and other nuisance.</td>
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<td>▪ The developable area could be marginally increased by reducing the amount of water space to the south and replacing it by greenspace to the north i.e., the remainder of the arable field at Alkerden Farm.</td>
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<td>▪ Policy MDS5 and the Supplementary Planning Guidance for Eastern Quarry anticipate delivery of 7250 dwellings. Total of dwellings for EQ and NWSS is 7750. Both developments could be marginally trimmed to protect this Greenfield site.</td>
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<td>▪ Proposal contains way beyond what is needed to serve the development in terms of floorspace allocation for commercial leisure. He suggests a stand alone, out of town centre leisure development under terms of PPS6.</td>
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<tr>
<td><strong>Mrs Harley</strong></td>
<td>143 Beacon Drive</td>
<td>▪ Amount of dwellings will have at least 2 cars. With similar developments in 20.01.04</td>
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| Bean                  | Kent and Sussex this is just asking for gridlock.  
|                       | Rural areas are fast becoming urban as has happened in Bean.  
|                       | Utility companies are overstretched                  |                                                                         |                |
| Alan Dunworth         | 141 Beacon Drive          | ▪ No mention of additional hospital for the area - are there any plans for another?  
|                       |                           | ▪ Bluewater traffic already clogs the area especially around Christmas; will EQ be of a higher standard?  
|                       |                           | ▪ Roads already become gridlocked if there is an accident or hold up, new development will increase this.                                                 | 19.01.04       |
| Steven Wilders        | 100 Church Road Swanscombe | ▪ No of cars generated, limited access in and out of Swanscombe, of the 3 access routes, 2 are crippled at present.  
|                       |                           | ▪ The main roundabout at Bluewater will get even more congested accessing the new leisure/business facilities will be very difficult.  
|                       |                           | ▪ Investigation is needed to ensure that other traffic does not use roads into the new estate (road restrictions, banning of lorries).  
|                       |                           | ▪ Locations of housing and businesses needs to be carefully selected i.e., location of industry, suitable parking etc  
|                       |                           | ▪ Positive Benefits:  
|                       |                           | o Improvement in types of businesses available  
|                       |                           | o Creation of jobs  
|                       |                           | o Environmental - good use of expired chalk pit, local air quality and noise is unlikely to be affected.  
|                       |                           | o Tree planting - improves image of area.          | 09.01.04       |
| Helen Bradshaw        | 50 Sun Road Swanscombe    | ▪ Has the provision of public services been considered?  
|                       |                           | ▪ Suggests 12 more GP’s plus district nurses, practice nurses, health visitors etc.                                                                                                                                  | 10.01.04       |
| Mr & Mrs T Partridge  | ‘Chanta Buri’ Beacon Drive | ▪ Previous comments (on EQ1) still stand.  
|                       |                           | ▪ Traffic - vast volume already in area of Bean, Greenhithe and Bluewater.  
|                       |                           | ▪ Concern about traffic using the village roads as a short cut to Dartford, Longfield and A2.  
<p>|                       |                           | ▪ Areas as big as Bluewater and EQ should have roads provided independently from those already used in the area.                                                                                                     | 08.01.04       |</p>
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| Mrs Friend         | 26 Bramble Ave, Bean           | - Can the area support the extra water supply needed.  
- Traffic - the extra traffic will make a bad situation worse.  
- There is no mention of extra hospital beds or updating size and facilities at existing hospitals.  
- Comments that she thought that quarries once expired were supposed to be backfilled and landscaped. | 08.01.04       |
| G E Harbour        | 101 Beacon Drive               | - Inadequate roads for current population, consistent congestion on B255 and A2 at Bean Interchange.  
- Narrowing of approach road to roundabout adj. to Ightham Cottages results in tailbacks along Watling Street.  
- General congestion already caused by Bluewater traffic. | 25.01.04       |
| Stewart Button     | 26 Pilgrims View Greenhithe    | - If a road is planned to join around Alkerden lane this would impact highly on local residents, due to increased traffic.  
- High cliffs on one side of Alkerden Lane can be dangerous especially to children.  
- Would like to see cycle/footpaths between existing and proposed developments, well lit to reduce this danger.  
- Increased traffic around Christmas at Bluewater inconveniences local residents. What are the proposals to help traffic flow around the area, specifically the bridge over the A2 which should be widened to increase traffic capacity? | 01.02.04       |
| Mr & Mrs Curtis    | 166 Shepherds Lane             | - Concerned about the number of extra cars and traffic that will be generated.  
- There are 2 roads which feed Bluewater, both get heavily congested are there plans to provide major access routes to the new development.  
- Are there plans for community facilities, and does it include doctors, and dental surgeries.  
- Has the extra burden on Darent Valley Hospital been taken into account? | 09.01.04       |
| Mr J Siers         | 7 Beacon Drive                 | - Concerned about how local roads will cope with the amount of extra traffic that will be generated.  
- Any idea that the residents will use public transport or work locally would be short sighted. More likely to work in London and drive or take train from Ebbsfleet.  
- Concern that local transport infrastructure will not meet demands. | 19.01.04       |
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<tr>
<td>John and Cherie</td>
<td>5 Butcher Walk</td>
<td>▪ Feel that development is unnecessary and will make local residents lives very difficult not only during construction but once development is completed.</td>
<td>12.01.04</td>
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<td>Potter</td>
<td>Swanscombe</td>
<td>▪ Bluewater at busy times generates ‘traffic misery’ as it is, what effect would extra 3 - 6,000 vehicles have?</td>
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<td>▪ This is without the probable 10-20,000 hgv movements to the construction site. How will this affect the local area in regard to damage to roads, noise and pollution?</td>
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<td>▪ Feels the area is already over populated and extra 6250 houses are not really required</td>
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<tr>
<td>Miss K Selby</td>
<td>37 Bramble Avenue</td>
<td>▪ The roads from Bluewater from A2 and back are unable to cope with heavy traffic at busy periods - this will worsen with EQ depot</td>
<td>07.01.04</td>
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<td>▪ A2 bridge to Bean is particularly problematic.</td>
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<td>▪ Whole new structuring of the bridge will be necessary.</td>
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<td>Mr and Mrs Bennie</td>
<td>97 Mounts Road</td>
<td>▪ Traffic in and out of Bluewater is frequently gridlocked. A2 is one continual traffic jam - how will roads cope with extra traffic generated.</td>
<td>13.01.04</td>
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<td>▪ Existing water supply has too many demands on it.</td>
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<td>▪ Gas pressure is low.</td>
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<td>▪ Can electricity supply cope with demand?</td>
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<td>▪ Can existing storm drains and sewers cope?</td>
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<tr>
<td>A R Else</td>
<td>54 Knockhall Road</td>
<td>▪ Volume of traffic has increased and continues to grow. With each new development, care is taken to ensure new residents have easy access to main roads while existing residents are left to fend for themselves.</td>
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<td>▪ Bluewater is already a ‘no-go’ area at Christmas.</td>
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<td>▪ Additional road from Knockhall area into new development would give easy access to new community and leisure facilities and also an alternative route out of the estate.</td>
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<td>▪ Traffic lights at junction of Knockhall Road/London Road could be funded by the developers.</td>
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| Geoff Baker   | 67 Manor Road, Swanscombe | - Main contention is that the development should be allowed to encroach the Greenfield land to the rear of Manor Road. Does not believe that applicant has adequately demonstrated the release of this land compliant with policy and Govt. planning guidance.  
- Amount of D2 commercial leisure floorspace is not commensurate with the policy requirement of only meeting needs of development if this was reduced then may be possible to preserve the above Greenfield land as noted above.  
- Disagrees with position set out in Supplementary Report as the EQ and NWSS site are separate applications the no of proposed dwellings is higher than if one single application.  
- Applicant should be required to produce and independent analysis of the likely level of leisure spend which might be generated from a development of this size and this should provide a reasoned justification for D2 commercial leisure floorspace to be provided on site. As with current approach facility could become a stand-alone, out-of-town centre by default.  
- Moving the Northern distributor road to the south would protect amenity of residents in Manor Road whose rear gardens would face e-w route. | 22.07.07      |
| Geoff Baker   | 67 Manor Road, Swanscombe | - Writing further to earlier letter 22.07.05  
- Amount of commercial leisure floorspace DBC is minded to permit is excessive, it would be a ‘leisure complex’ on a ‘leisure island’.  
- In terms of floorspace the allocation in EQ is at odds with the notion that it is ‘proportionate’.  
- Why is there such a large allocation of D2 commercial floorspace for EQ when 30,250m2 of leisure/entertainment floorspace has been permitted at Ebbsfleet when they are only a mile apart.  
- Suggests that leisure impact assessment is ‘patently flawed’ and PPS6 requires proper examination.  
- Believes that permitting the development on the basis of controlling future uses via 3,000m2 floorspace condition is wrong.  
- Supports the development in principal | 31.07.05      |
| Swanscombe and |                          | - Attach letter from local resident - the letter is from Geoff Baker dated 22nd | 08.08.05      |
### Summary of Representations Received Since 13.07.05 DC Board

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<tr>
<td>Greenhithe Town Council</td>
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<td>July and is summarised above. They ask that his comments be taken into consideration.</td>
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<td>Thames Water (Superseded by letter 07.09.06)</td>
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<td><strong>Waste Comments</strong>&lt;br&gt;- Surface Water drainage – developer must make proper provision for drainage to ground, water courses or surface water sewer, must not be allowed to drain to the foul sewer.&lt;br&gt;- Recommend that applicant ensures that new connection do not pose unacceptable threat of surcharge, flooding or pollution. Approval must be obtained from appropriate authorities when disposal of surface water is other than to a public sewer. Recommended that applicant ensures storm flows are attenuated or regulated into receiving network through on or off site storage. Recommends that petrol/oil interceptors to be fitted in all car parking/washing/repair facilities. Failure to do so could result in oil-polluted discharges entering local watercourse.</td>
<td>18.04.05</td>
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<td><strong>Water Comments</strong>&lt;br&gt;- Existing water supply infrastructure has insufficient capacity to meet the additional demands for proposed development. TW recommend the following condition: Development should not be commenced until impact studies of existing water supply infrastructure have been submitted to and are approved in writing by the lpa in consultation with TW.&lt;br&gt;- TW have 3 licensed abstraction with source protection 1 covering the quarry. Use of oxidised Thanet Sand as a backfill below the predicted final groundwater level will lead to elevated concentrations of some chemical determinants in the aquifer which may require enhanced treatment facilities at Thames Water's abstraction sources.&lt;br&gt;- Request condition to protect aquifer through drainage design – discussions are ongoing.&lt;br&gt;- In the meantime Developer shall submit surface/foul water drainage plans and details of land raise/foundation design at the earliest opportunity.</td>
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### Summary of Representations Received Since 13.07.05 DC Board

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| **B E Driscoll**              | Gravesham Friends of the Earth | - Object to development as it is ‘decadent, unbalanced, unsustainable urban sprawl’ It is contrary to Govt policy on sustainable communities and to usual planning rules.  
- There will not be enough local employment, health, transport, sewerage, recreation facilities or space to cater for this very large increase in population.  
- Environmentally unfriendly as it will increase air pollution, traffic problems, unusual behaviour of younger people and illness. It will not benefit the present population or future residents.  
- Site should only be used for health, employment, education, agriculture and recreation in order to maintain the stability and identity of the District.                                                                                     | 23.07.05       |
| **Sean Hanna**                | English Nature                 | - Although the plan is only indicative, no mention is made of the ecological mitigation and the nature reserve areas referred to in the Environmental Statement.  
- The ecological areas should be clearly illustrated on the plan.                                                                                                                                                                                                                           | 14.07.05       |
| Environment Agency            |                                 | - Reaffirms need for surface water control to ensure that the lower lying properties are safe from groundwater flooding.  
- Request consultation on proposed drainage plans. NOTE: *(Ecological plans are shown on parameters plan).*                                                                                                                                                                       | 25.07.05       |

- **Supplementary Comments**  
  - **Water Response** – significant offsite mains reinforcement will be required a proportion of which will need to be funded by the developer.  
  - **Waste Response.** – TW has been unable to determine the capacity of the wastewater infrastructure needs of this application. Development should not commence until details of on site drainage works have been submitted to and approved by lpa.  
  - Increase in flows from development are likely to be substantial and may lead to sewage flooding. Impact studies of the existing infrastructure will be required in order to determine the magnitude of any new additional capacity required and a suitable connection point.
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| Highways Agency         | Room 4C                                       | Interim Response Feb 2007: HA has concerns about the robustness of the traffic assessment submitted by PBA and revisions and does not support its conclusions. They set out list of measures/infrastructure improvements they consider are required to mitigate the impacts for the EQ2 application:  
  - Management and control of access and lane usage as part of the corridor management schemes to be developed for A2 and M25.  
  - Medium to large scale infrastructure upgrading schemes for the Bean and Ebbsfleet junctions.  
  - Control of accesses to the development site as part of sub-regional area-wide traffic access management approach.  
  - Extensive parking restraint within EQ with particular ref to non-residential land uses site no greater than 20% lower than current parking standards.  
  - Phased development of the site on a ‘monitor and control’ basis  
  - Extensive public transport infrastructure and services not only but including Fastrack. System in place must be 24/7 to reflect employment shift patterns.  
  - Specific attention to be paid to walking and cycling and the design of safe, direct and attractive walking and cycle routes, prior to occupation of any residential units.  
  - Workplace Charging Levy for private non-residential parking as development starts to roll out.  
  - Confirm that improvements are needed to Ebbsfleet Junction  
  - Should this list of infrastructure provision be agreed with Land Securities they advise that they would expect a combination of S106 and Grampian planning conditions. | 16.02.07       |
| DHA Planning            | On Behalf of Kent Police, Eclipse house Eclipse Park Sittingbourne road Maidstone | Development on this scale will have a significant impact in terms of extra requirement for community infrastructure and in particular demand for extra police resources.  
  - EQ proposal presents a particular issue relating to the potential provision of on site security and the provision of a Police office on the site. S106 Agreement will secure the fitting out of the upper floor which they do not | 11.10.06       |
Further to meeting with Land Securities in respect of contributions, Kent Police object to the proposal on the basis that Police facilities and resources will be inadequate to cater for the additional growth in service demands arising directly from the development.

Para 5 of the KMS Structure Plan which requires appropriate provision is made for the emergency services as a result of new development.

The proposed development has significant and high potential to create victims and perpetrators of crime, day and night creating additional demands on police resources in order to ensure safe places consistent with Government guidelines and Development plan policy.

Additional demands on resources include – need for extra staff, capital costs of buildings and facilities, provision of new vehicles and other resources, extension of existing communication and administration infrastructure, crime reduction measures in line with ‘Secured By Design’ principles.

Circular 05/2005 ‘Planning Obligations’ states aim of planning obligations is to make acceptable development. Proposed development will increase population and the demand for policing and incidence of crime will rise. It is therefore reasonable to seek contributions from developers.

Kent Police Authority only seek contributions from ‘major’ applications of 10 dwellings.

With proposed residential development, a clear link between no of households and the expenditure of police resources can be established, supported by statistical and evidential base.

Kent Police Authority along with other Police Authorities have developed a formula to calculate necessary contribution. Formula is detailed in letter.

Kent Police Authority only seek contributions from ‘major’ applications of 10 dwellings.

Contributions which are index linked for a total of £2,187,937 should include:

- Contributions which are index linked for a total of £2,187,937
- Payment is required prior to commencement of each phase

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<tr>
<td>On Behalf of Kent Police</td>
<td>Eclipse house Eclipse Park Sittingbourne road Maidstone ME14 3EN</td>
<td>currently have the resources for...</td>
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<td>...-to-...</td>
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<td>Kent</td>
<td>Kent ME14 3EN</td>
<td>Kent police wish to be fully involved in negotiations from an early stage in the planning process.</td>
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<td>Police object to the proposal on the basis that Police facilities and resources will be inadequate to cater for the additional growth in service demands arising directly from the development.</td>
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<td>The proposed development has significant and high potential to create victims and perpetrators of crime, day and night creating additional demands on police resources in order to ensure safe places consistent with Government guidelines and Development plan policy.</td>
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| | | Contributions which are index linked for a total of £2,187,937 should include:
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| | | Kent Police Authority only seek contributions from ‘major’ applications of 10 dwellings. |
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| | | Kent Police Authority only seek contributions from ‘major’ applications of 10 dwellings. |</p>
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<td></td>
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<td>o If after 10 years after occupation of first residential unit, KPA has not spent the financial contribution then the money would be repaid with accrued interest to the applicant.</td>
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<td></td>
<td>▪ Land Securities have offered a very small scale on site facility, inadequate to cater for the needs and not sufficient enough for the withdrawal of this objection in the absence of contributions.</td>
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<td>Swanscombe and Greenhithe TC</td>
<td>The Swanscombe Centre, Craylands Lane,</td>
<td>▪ Concern that the provisional offers made to the S&amp;GTC in 2004 will not be included within the Heads of Terms for the S106.</td>
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<td></td>
<td>Swanscombe, Kent DA10 0LP</td>
<td>▪ In all previous communications with the Borough Council the TC has requested that these items are included in the Heads of Terms and if not then mitigating measures put in place.</td>
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<td></td>
<td></td>
<td>▪ Various correspondence between DBC and S&amp;G TC are attached</td>
<td>16.08.06</td>
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<tr>
<td>Swanscombe and Greenhithe TC</td>
<td>The Swanscombe Centre, Craylands Lane,</td>
<td>▪ Refer to previous comments</td>
<td>16.10.06</td>
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<tr>
<td></td>
<td>Swanscombe, Kent DA10 0LP</td>
<td>▪ Importance of integration of the site between the ‘old and the new’ communities. Sufficient footpath and cycle path links and local feeder buses to also link on to the site. Northern Park to be landscaped to ensure a suitable terrain and safety measures to all dangerous areas such as the cliff tops etc.</td>
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<td></td>
<td>▪ TC need to be involved and the TC need to be party to the Agreement – it is not only the Borough Council’s responsibility to ensure that sufficient community gain for the residents.</td>
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<tr>
<td></td>
<td></td>
<td>▪ Various correspondence between DBC and S&amp;G TC are attached</td>
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<tr>
<td>KCC, Archaeology</td>
<td>Environment and Waste</td>
<td>▪ EQ lies in an area of considerable archaeological importance, most has been quarried away but remains have been shown to survive around the perimeter of the site and in the unquarried northern and Eastern parts of the site.</td>
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<td>Invicta House County Hall Maidstone Kent</td>
<td>▪ Of the archaeological assessments submitted with the application, one needs revision. (is discussed in a later letter)</td>
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<td>ME14 1XX</td>
<td>▪ Further archaeological field evaluation of areas A, B and C should be undertaken preferably prior to determination of the outline application, and before major zoning and detailed design of the development is agreed.</td>
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<td>▪ Impact of proposed works on industrial arch remains in Craylands Gorge</td>
<td>02.11.06</td>
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<td>does not seem to have been adequately assessed.</td>
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<td>▪ 12.8.5 and Table 12.7 of the ES state that important arch finds within Area B will be preserved under playing fields but fig 2.12 Land Use Disposition Plan indicates that the area will be used for employment. Applicants need to clarify situation.</td>
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<td>▪ Wishes to see confirmation of preservation of the industrial arch structures in Craylands Gorge and resolution of the issue of preservation of the areas of significant archaeology within Area B prior to permission being granted – suggested condition to outline consent.</td>
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<td>▪ Design of the layout should take into consideration and allow access to important heritage sites in the surrounding area.</td>
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<td>▪ The heritage of the area should be seen as an important tool in helping to develop a sense of place and identity for the new development.</td>
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<td>▪ Provision should be made for a contribution from the developer for the costs of archiving the paper records and artefacts from the site.</td>
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<tr>
<td>KCC, Archaeology</td>
<td></td>
<td>General comments on the archaeological Investigation Report submitted with the application.</td>
<td>08.11.06</td>
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<td>▪ Notes that some basic information is missing, illustrations, pictures etc, some methodology needs to be added.</td>
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<td>▪ There is some confusion on what geotechnical investigations have taken place and some issues need to be clarified.</td>
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<td>▪ Detailed issues about the report.</td>
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<tr>
<td>Kent Thameside</td>
<td>The Old Rectory Springhead Road NorthfleetKent DA11 8HN</td>
<td>Adoption of concept of the Green Grid in the design is welcome.</td>
<td>29.09.07</td>
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<td>▪ Proposed minimum requirement of 10m width for Green Zones separating urban villages and development areas is inadequate.</td>
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<td>▪ Absence of a cycle link adjacent to the subway under the A2 is regrettable.</td>
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<td>▪ Incorporation of sustainable urban drainage on the surface of the Gorge would provide a more attractive solution</td>
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<tr>
<td>Kent Thameside</td>
<td></td>
<td>Fastrack is a priority for KTDB and the general commitment to it is welcome. References at Para 4.3.1-4, 4.5.1-3 of the Transport assessment acknowledge how critical this transport link is.</td>
<td>03.10.06</td>
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<td>▪ Effective connections beyond the site boundaries and the service operation is as important as a physical link across the site. The application is less clear in these respects.</td>
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Representations Received following Consultation on Revised Application

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| Thames Water              | Development Control Asset Investment Unit Maple Lodge Denham Way Rickmansworth Herts WD3 9SQ | ▪ The Transport Strategy should commit to providing a Fastrack service preferably on a dedicated route although Kent Thameside recognise the difficulty in delivering this early in the development at EQ.  
▪ PTOD objectives do require public transport from first occupation – delaying requirement for a bus service until occupation of the 50th dwelling is unacceptable.  
▪ Revenue support for Fastrack will be very important. Application has no specific commitments in this respect and it is assumed that this will be addressed within the Transport Strategy. | 07.09.07       |
| Bexley Council            | Environment and Regeneration Services Wynham House, 207 Longlands Road Sidcup Kent DA15 7HJ | ▪ Initial review of TA has highlighted some points – trip generation is based on 3 hour average whereas the standard approach is to consider the worst hour. It underestimates peak impact on the network.  
▪ Trip distribution indicates that majority or residents will travel east to work in Kent whereas it is likely a larger number will travel west to work in London. TfL’s 2025 document predicts that future growth in the region’s employment will be in central London  
▪ No analysis of modal split beyond immediate area and no measurement of the impact on the NK line | 22.01.07       |
| Sevenoaks DC              | Community and Planning Services                                         | ▪ Development will generate a considerable increase in the levels of traffic using routes to and from the site, resulting congestion will have a harmful | 03.11.06       |
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| PO Box 183 Argyle Road  
Sevenoaks, Kent  
TN13 1GN | knock on effect upon roads within Sevenoaks district.  
- Existing hospital provision for Swanley, Dartford and Gravesham is not capable of meeting the needs of the new development.  
- Development has potential to have significant effect upon social and economic dynamics of the northern part of the Sevenoaks District. Impact of this has not been investigated as part of the application.  
- Mitigation measures for protection of natural resources and wildlife habitats should be strictly monitored.  
- NK Police should be consulted on design layout etc to ensure community safety measures are adequate. | | |
| Sport England  
51a Church Street  
Caversham  
Reading  
Berks RG4 8AX | Sport England’s planning policy objective 8 is to promote the use of planning obligations as a way of securing the provision of new or enhanced places for sport and a contribution towards their future maintenance to meet the needs arising from new development.  
- SE assumes that the proposed ‘3 Villages’ and separating green zones don’t result in a loss of the provision of sports and recreation facilities and space previously agreed.  
- The consolidation of the green zones into larger areas may result in an improved layout of recreation facilities and SE would encourage the facilities to be located in clusters to foster a multi sport environment, good for increasing participation in physical activity. It is more beneficial to a club environment where multiple teams can play in the same location.  
- Plans do not indicate any details at this stage of the precise location of facilities and SE reserves judgement on this aspect.  
- Refers applicants to ~SE recently published guidance ‘Active Design’ Phase 1 which provides advice on the location, design and layout of sport and recreation facilities as part of the master planning process. | | |
| Environment Agency  
Orchard house  
Endeavour Park  
London Road  
Addington  
West Malling  
Kent ME19 5SH | Development and flood risk – notes that no residential development will be set lower that +6.5mAOD this is especially critical in the area surrounding the lake.  
- Should there be any alteration to the already agreed surface water strategy, further consultation must take place with the Agency to ensure no further increase is generated that is likely to worsen flood conditions downstream. The reference to the overspill level for the surface water drainage to | 09.10.06 |
### Representations Received following Consultation on Revised 03/01134 and Duplicate Eastern Quarry 2 Application

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<tr>
<td>Craylands Gorge</td>
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<td>Craylands Gorge being set lower than the lowest floor level of the lake side res units.</td>
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<td>▪ Waste – any development involving the importation of controlled waste which includes excavation spoil and similar material will require the prior authorisation of the Environment Agency. All waste on site must be dealt with in accordance with the Environmental Protection Act 1990 and is encouraged to implement a Total Waste Management System for reuse and recycling of wastes along with maximising the use of products manufactured form recycled materials.</td>
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<td>▪ EA requests to be consulted on the wetland designs.</td>
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<td>▪ Fisheries – none in direct conflict with the EQ development. The only point EA wish to make is regarding the introduction of native fish populations in some of the lakes to be created. EA offer expertise and some financial support especially with regards to the creation of fishing platforms and habitat enhancements.</td>
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<tr>
<td>English Heritage</td>
<td>SE Region Eastgate Court 195-205 High Street Guildford Surrey GU1 3EH</td>
<td>▪ Have no comments.</td>
<td>19.09.06</td>
</tr>
<tr>
<td>CABE</td>
<td>1 Kemble Street London WC2B 4AN</td>
<td>▪ No comments at this stage, but would be interested to comment on the detailed masterplan for the first phase of development at a pre-application stage.</td>
<td>21.09.06</td>
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<tr>
<td>Kent Wildlife Trust</td>
<td>Tyland Barn Sandling Maidstone Kent ME14 3BD</td>
<td>▪ ES Vol 1:2.5 Commend the approach taken to incorporate mitigation into the development proposals and the inclusion of habitat enhancement and creation, ecological corridors and sustainable urban drainage schemes as principle elements of the design.</td>
<td>29.09.06</td>
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<td>▪ Concerned that mitigation strategy is indicative rather than explicit and it is not possible to assess whether the proposals will mitigate the impact of development on the biodiversity of this site. Feel that the council has insufficient evidence on which to judge whether the proposed development will comply with national policy on biodiversity (PPS9) and with policies C12</td>
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<td>and C16 in the Dartford Local Plan.</td>
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<td>- On this basis have lodged a holding objection pending further clarification of the mitigation strategy. (NOTE: <em>Further detail has since been provided in landscape strategy which KWT have had opportunity to comment on since</em>).</td>
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<td>- Concern 10m width for green wedges is insufficient.</td>
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<td>English Nature</td>
<td>Kent Team Coldharbour Farm Wye, Ashford Kent TN25 5DB</td>
<td>Advise that the revised layout should not significantly alter the nature of the development or the opportunities for incorporating biodiversity within it. Position on the matter remains as stated previously.</td>
<td>29.09.06</td>
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<td>- Proposal does provide significant opportunities for biodiversity gain in line with PPS9’s aims to ‘conserve and enhance biodiversity’.</td>
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<td>- Next step will be to produce a full Ecological Management Plan for the site that will realise the aims of the EQ2 BAP and recommend a S106 would be most appropriate way of securing this.</td>
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<tr>
<td>Ramblers’ Association</td>
<td>WF Ripper 45 Bradbourne Road Bexley Kent DA5 1NS</td>
<td>Items 13.0 – 13.3 pleased to note that all severed Public Footpaths will be reinstated with links to footways/cycleways within the site. Will they be reinstated on their correct line with a 2m width as required by DOE.</td>
<td>25.09.06</td>
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<td>- Cycle path should be separate from footpath and require its own width.</td>
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<td>Southfleet Parish council</td>
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<td>No specific observations on the modifications repeat comments of 18.01.05 which includes concerns with.</td>
<td>20.09.06</td>
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<td>- Geotechnics and hydrology</td>
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<td>Swanscombe and Greenhithe Age Concern</td>
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<td>Wish to emphasise that they would like to see some kind of provision for older residents within the new development.</td>
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<td>Bean Residents Association</td>
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<td>Dispute that this is a duplicate application – it has 3 villages instead of 5. No specific answers to previously raised concerns. Approx No of dwellings varies.</td>
<td>24.09.06</td>
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<td>- ‘Means of Access’ is a reserved matter but has a lot about highways.</td>
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<td>Claims to use latest traffic data but Bean mitigation measures drawings predate May 2006 when HA wrote to say neither the local nor the KCC KT models were ready.</td>
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<td>K and M surveys do not include Christmas '05.</td>
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<td>Fig 9.1, Nov 03 – Is the Northern Spine Corridor another name for the STDR through the 3 new villages. What is KCC’s policy on this.</td>
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<td>Fig 11.1 Nov 03 – plays down the seriousness of 7 years of stress –mitigation by new white lines at Ightham roundabout.</td>
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<td>Detail wording points on the Overall Conclusions</td>
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<td>DBC, Public Realm</td>
<td>61 Davis Avenue Northfleet Kent DA11 8DR</td>
<td>E Davis will comment separately on landscape and other green issues. The only reference to waste management is at para 20.14 of the Env Statement Non Technical Summary which commits to a sustainable waste strategy for construction waste. The documentation does not refer to ongoing waste management from the site both residential and commercial waste. There needs to be an overarching Waste Strategy for the site according to latest planning guidance, joint Kent Strategy for Household Waste, Kent Waste and Minerals Framework. Each individual house within the site cannot simply just bolt on to existing waste collection, recycling and disposal system. A site of this magnitude justifies its own waste management infrastructure.</td>
<td>25.08.06</td>
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<tr>
<td>Gravesham Friends of the Earth</td>
<td>61 Davis Avenue Northfleet Kent DA11 8DR</td>
<td>Surprised DBC is allowing this unsustainable development to continue due to known facts about danger of climate change. Air pollution is out of control, traffic is almost at a standstill during rush hours. There are concerns about drought issues, concreting over places like EQ where water is stored underground will waste vast amounts of fresh water by running off into the Thames. Town cramming and urban sprawl is being encouraged against planning policy. Employment prospects are very poor, people would have to travel long distances for employment increasing emissions and thus climate change.</td>
<td>01.08.06</td>
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<tr>
<td>Gravesham Friends of the Earth</td>
<td>61 Davis Avenue Northfleet Kent DA11 8DR</td>
<td>Reiterates comments made in previous letter, plus comments on: Proposed development is contrary to Road Traffic Reduction Acts, Royal Commission Report on Environmental Pollution and the Kyoto</td>
<td>20.08.06</td>
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### Representations Received following Consultation on Revised Application

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| DA11 8DR | Summit on Climate Change.  
  - Climate change is fact so should be accepted and planning used to combat it.  
  - We need economic employment growth and balanced and sustainable planning that is beneficial to health and quality of life – these plans are not. | | |
| EDF Energy | EDF Energy Networks Ltd  
Operational Property and Consents  
Atlantic House  
Henson Road  
Three Bridges  
Crawley  
West Sussex  
RH10 1QQ | - Enclose plans showing approximate locations of equipment. High Voltage overhead cables and 2 substations are within the area  
- Applicant would need to contact connections and discuss with them directly on how development is likely to affect their equipment. | |
Dear Sir

Planning and Compulsory Purchase Act 2004 Schedule 6 para 16(4) Consultation Application EASTERN QUARRY DA/03/00121/OUT DA/03/01134/OUT and DA/05/00280/OUT

EQ 1 - Development comprising or to provide a mixed use development of up to 7250 dwellings and in addition up to 267,250 sq metres of built floorspace (in total) for business premises (B1 (a) (b) and (c); education community and social facilities (D1 and D2) (schools, libraries, health centres, places of worship, sports and leisure centres, community centres, care facilities for the young, old and/or infirm); hotels (C1); theatre (D2); supporting retail (A1, A2 and A3) and leisure (D2) facilities; miscellaneous sui generis uses, ancillary and support facilities. Such development to include; groundworks to provide revised ground contours and development platforms; vehicle parking; laying out open space (including parks, play spaces, playing fields, allotments, lakes and water features, community woodland and formal and informal open space); landscaping; works to create ecological and natural reserves and refuge areas provision and/or upgrade of services and related service media and apparatus; drainage works (including ground and surface water attenuation and control measures and replacement and/or refurbishment of existing discharge pipe through Craylands Gorge); pedestrian cyclist and vehicular ways, highways and public transport facilities (including new and improved links between the site and existing public highways (including Alkerden Lane, B256, A2 Watling Street and Southfleet Road), bridges and causeways, dual use and segregated facilities for public transport systems and cross-site pedestrian, cyclist and vehicular routes); facilities for mooring, launching and landing water craft; and miscellaneous ancillary and associated engineering and other operations. All such development shall accord with the Application Plans and Amended Development Parameters Schedule.

EQ 2 - Development comprising or to provide a mixed use development of up to 6250 dwellings and in addition 231,000 m2 of built floorspace in total for business premises (B1 (a) (b) and (c); education community and social facilities (D1 and D2) (schools, libraries, health centres, places of worship, sports and leisure centres, community centres, care facilities for the young, old and/or infirm); hotels (C1); theatre (D2); supporting retail (A1, A2 and A3) and leisure (D2) facilities; miscellaneous sui generis uses, ancillary and support facilities. Such development to include; groundworks to provide revised ground contours and development platforms; vehicle parking; laying out open space (including parks, play spaces, playing fields, allotments, lakes and water features, community woodland and formal and informal open space); landscaping; works to create ecological and natural reserves and refuge areas provision and/or upgrade of services and related service media and apparatus; drainage works (including ground and surface water...
attenuation and control measures and replacement and/or refurbishment of existing discharge pipe through Craylands Gorge); pedestrian cyclist and vehicular ways, highways and public transport facilities (including new and improved links between the site and existing public highways (including Alkerden Lane, B256, A2 Watling Street and Southfleet Road), bridges and causeways, dual use and segregated facilities for public transport systems and cross-site pedestrian, cyclist and vehicular routes); facilities for mooring, launching and landing water craft; and miscellaneous ancillary and associated engineering and other operations. All such development shall accord with the Application Plans and Amended Development Parameters.

I write further to my letter of 19 November 2003 which set out the County Council's interim response in respect of application number DA/03/00121/OUT. Following extensive negotiations the County Council is now in a position to update and formalise its position in respect of the original application, the subsequent submission known as Eastern Quarry 2 application number DA/03/01134OUT and the duplicate application, DA/05/00280/OUT.

While the applicant has indicated that they are more likely to move forward with EQ2, they have not withdrawn EQ1. The comments given below apply to all applications unless otherwise indicated. The response also makes contextual reference to the National Grid site, that is that the area of EQ1 excluded from EQ2.

Contents
1.0 Policy
2.0 Format of application
3.0 Key amendments
4.0 Landuse
5.0 Housing Mix
6.0 Economic Development
7.0 Retail impacts
8.0 Master Planning
9.0 Sustainable Development
10.0 Community infrastructure
11.0 Recreation and sports facilities
12.0 Transport
13.0 Public rights of way, walking and cycling
14.0 Landscape and Public Realm
15.0 Ecology
16.0 Archaeology
17.0 Noise
18.0 Air
19.0 Minerals
20.0 Implementation
21.0 EQ2
22.0 Conclusion

Appendix A Infrastructure Requirements
Appendix B Policy context
1.0 Policy Context

1.1 This site has been identified for a major mixed-use development in the Sustainable Communities Plan, the Thames Gateway Regional Strategy, in the adopted Kent Structure Plan (KSP) 1996 and the Deposit Kent and Medway Structure Plan (KMSP) 2003. While the site is shown as Metropolitan Green Belt (MGB) in the adopted Dartford Local Plan it was released from the MGB and identified as a strategic development location for mixed use in the 1996 KSP and KMSP 2003. It was also identified for a major mixed-use development in the Deposit Version of Local Plan second review, which will be carried forward into the Local Development Framework. A more detailed policy context is given in Appendix A. The detailed policy references referred to in the text below are taken from the Deposit Kent and Medway Structure Plan 2003 (KMSP 2003).

1.2 It is a fundamental principle of national, strategic and local planning policy to promote sustainable development and social inclusion as part of the growth agenda. In particular policy guidance seeks to promote high quality mixed use developments, which have balanced communities, access to an appropriate range of community facilities and are supported by a sustainable transport infrastructure. National policy also aims to ensure that existing communities benefit from the process of regeneration.

2.0 Format of the application

2.1 The applications have been submitted in outline with most matters reserved. An Environmental Statement has been submitted in support of both applications. The matters submitted for consideration include:

- EQ1 up to 7250 dwellings, 267,250 sqm of other floor space made up of Retail (27,250sqm), Leisure (24,000sqm), Hotel (11,000 sqm), community - education, social, health and leisure centres (55,000sqm).
- EQ2 - 6250 dwellings, Class C3 646,500 sqm (residential), Non C3 231,000 sqm of built floorspace, B1 120,000sqm (Business), Use class A 26000sqm (retail), Leisure 24000sqm, Education and community and social facilities 50,000 sqm of community.

2.2 The supporting information submitted with the application indicates the following key components:

- Indicative plans suggest EQ1 will be divided into 5 Villages and EQ2 into 4 (although there may be scope for amalgamation).
- Both schemes include a Market Centre and core Employment Area on the eastern gateway.
- Average densities will range from 30-60 dwellings per hectare depending on proximity to Fastrack.
- A “significant” proportion of flats, potentially 50%.
- Fastrack.
- Pedestrian links and cycle ways.
- Open space.
- Green Zones.
- Lake.
- Ecological areas.
- Access points and transport corridors.

2.3 The Environment Statement submitted in support of EQ2 refers to the following community facilities:
• A multi purpose community centre for community, public and voluntary organisations, with: one stop shop, museum facility, meeting/function rooms catering café/ancillary space, changing rooms/showers for leisure, storage childcare and youth facilities.
• Possibility of ecumenical centre.
• Smaller facilities in villages comprising multi purpose halls as well as meeting and function rooms).
• Secondary and primary schools to be provided based on a level to be agreed with LPA.
• A health centre or centres.

2.4 Similar facilities are outlined in the supplementary information submitted in support of EQ1.

3.0 Amendments to EQ1 application

3.1 As a result of negotiations with Kent County Council and Dartford Borough Council a number of amendments were made to the EQ1, the principles of which have been carried forward into EQ2. These include:

a) Changes in the description of the development to set the quantities of development as maximum to allow flexibility to respond to changing circumstances/detailed master planning
b) Reduction in the scale of retail floor space, for comparison goods (from 22000sqm to 12,000sqm) and for convenience from 5000 to 4250sqm
c) Reduction in the size of the lake to create more open space (open space increased by 3%).
d) Ecological corridor provided along the northern boundary to improve connectivity.
e) Greater detail on design, sustainable transport and open space concepts.
f) Changing minimum width of green fingers separating villages from 30m to 10m so that there is scope to coalesce villages where appropriate so that they are large enough to support a range of infrastructure.
g) Changing average net densities from 20-30dph to 30-60dph.

h) Provision of a Northern Park to improve linkages with existing community.
i) Submission of a landuse disposition plan.

3.2 Discussions have also taken place on the level and range of community infrastructure requirements likely to be required. (see section 10 below)

4.0 Land Uses

4.1 Policy NK1(b) of KMSP 2003 provides for a Strategic Development at Eastern Quarry comprising a series of linked and integrated communities with an emphasis on housing provision together with social and community facilities and business development in accordance with a Master Plan and integrated with a new and improved public transport network.

4.2 The Local Plan Policy MDS 5 Identifies 300 hectares at Eastern Quarry for a mixed use, public transport orientated development supported by community infrastructure with 33% Open Space (including lake) and two thirds of developed area to be residential. The supporting text of the local plan (para 15.73-15.7.9) states that the development should compliment that at Ebbsfleet and accommodate up to 7250 dwellings, 380,000 sqm of employment floorspace, retail and supporting community facilities, sustainable transport and retailing, that meet the needs of the new community
4.3 This site provides a key opportunity to contribute towards regeneration and sustainable growth in the Thames Gateway. To meet these objectives it is essential that the development should provide an appropriate mix of housing and employment in line with policies NK1 (KSP 1996) and NK1, QL6, HP7 and FP3 (KMSP 2003). The development also needs to be of a high standard with supporting community infrastructure and served by excellent public transport and other sustainable transport facilities in line with KMSP policies QL13, TP2, TP6 and TP10.

4.4 The balance of land uses, that is, residential, commercial, retail and leisure are broadly in line with strategic and local planning objectives. It is important, however, that the final quantities of development allow for appropriate provision of open space, transport, community infrastructure and landscape/nature conservation in line with KSP policy ENV16 and KMSP policy QL6. The applicants have amended the description of the development to set the quantities of development as maximum rather than absolutes in order for an appropriate balance to be achieved at the Area Master Plan stage.

4.5 The Eastern Quarry development is closely linked with the major mixed-use development at Ebbsfleet Station to the East. In particular, the two sites are intended to compliment each other with Ebbsfleet providing some of the potential employment opportunities for residents in Eastern Quarry. It is important that appropriate linkages are made both physically and in terms of implementation to achieve this, in line with policy NK1 (KMSP 2003).

4.6 There should be scope within a development of this scale to accommodate a range uses/activities that fulfil a wider local role, for example leisure or cultural facilities. This opportunity will need to be explored as the development is taken forward into the Area Master Plan Stage.

5.0 Mix of Housing Provision

5.1 Policy HP1 –HP8 of KMSP 2003 seeks to promote an appropriate level and mix of housing within new developments, including the provision of affordable housing.

5.2 The delivery of affordable housing is of great importance to the government and to the County Council. The Local Plan target for affordable housing is 30%, which is in line with the objectives of policy HP8 (KMSP 2003). The Structure Plan emphasises the need for a range of affordable housing including social, key worker and shared equity. The County Council is aware that negotiations are progressing with the applicant on an affordable housing package, which are likely to reach an acceptable conclusion.

5.3 An appropriate range of housing, from standard single occupancy and family housing through to sheltered, respite and residential care accommodation, which meets the needs of all sections of the community should be secured. Detailed design can also support this objective, for example, by promoting SMART houses, which take on the needs of people with disabilities.

5.4 In order to meet the requirements of policy H7 (KSP 1996) and HP7 (KMSP 2003), the proposed mix of dwelling types should be agreed at the Area Master Plan stage.

6.0 Economic Development
6.1 Policy NK1 of the KMS 2003 identifies Eastern Quarry location for integrated development with an emphasis on housing provision together with business development. Policy FP3 identifies Eastern Quarry as a strategic employment location to be safeguarded for such use. Policy FP1 sets provision for almost 900,000 sq m of A2/B1 and B8 uses in Dartford to which Eastern Quarry is intended to make a major contribution.

6.2 An economic development strategy should be submitted/required by condition. This should provide for:

a) Broadband connections (e.g. via underground cables/ducting) to housing, employment, retail uses etc.

b) The provision of some "live-work" units and 'smart houses' (i.e. with sophisticated computer technology including remote switching, sensors for Fastrack etc).

c) The potential integration with Ebbsfleet

d) An assessment of the appropriate employment sectors to be promoted in order to meet the needs of the local economy and to avoid a single form of employment, such as offices dominating.

e) The promotion of a local labour scheme for construction and in employment areas. Skills training facilities on site and a small office to facilitate job brokerage.

f) The need to provide for a range of employment units from start up (incubator provision with interim revenue/management support), through to medium and larger units to encourage progression of enterprises within the local economy.

g) The need for childcare facilities to support economic activity

7.0 Retail and Town Centre Impacts

7.1 Policy FP14 of KMS 2003 seeks to promote the protection of existing Town and District Centres and FP17 and FP18 provides for retail development to meet the needs of major new residential communities.

7.2 The retail impact studies submitted with the applications indicates a total retail floorspace of 27,250sqm for EQ1 and 26,000 for EQ2. The EQ1 submissions suggest a 75% split between the market centre and the villages. The EQ2 submission suggests that the Market Centre will comprise approximately 9000sqm of A1 comparison, 4100sqm of A1 convenience and 7000sqm of A2/A3 finance/cafes etc. It also suggests that the villages will each have approximately 1300sqm of floorspace made up of 300sqm of convenience, 500sqm of A2/A3 and 600sqm of comparison retailing.

7.3 There is no specific guidance given in the Local Plan or Development Brief on the proposed level of retail floorspace but they envisage it to be in the form of local/district centres rather than the equivalent of a small 'town' centre as proposed in the submission. The applicants have indicated that the Market Centre is intended to give the new community the opportunity to meet more of their retail needs without the need to travel. They have emphasised that this scale of floorspace is needed to create a critical mass of retail activity and provide a major focal point within the development.

7.4 Consideration has been given to the potential impact (on traffic flows and on other centres) and the viability of the Market Centre and the scale of the proposed convenience store, given the existing hierarchy of facilities. In response to concerns raised, the scale of the market centre has been reduced but it is still important to clarify its proposed niche in relation to nearby centres and to ensure that an appropriate and timely solution does come forward to serve the development. A similar approach is needed for the leisure proposals in order to ensure that these complement existing town centres and do not undermine town centre investment.
7.6 While the County Council is satisfied that the level of retail floorspace in the market centre is acceptable in the context of EQ1, a condition should be imposed to ensure that it is not brought forward until there is a critical mass of residential development with associated spend. This is to avoid having an adverse impact on nearby centres.

7.7 The following issues should be safeguarded by condition or legal agreement as appropriate:

a) Pump priming neighbourhood shops and early implementation of major foodstore to ensure that new occupiers in the first phases can meet their day to day requirements.

b) No more than 25% of major foodstore floorspace to be for comparison retailing.

c) Marketing/niche strategy for Market Centre, leisure proposals and village centres to be submitted.

d) Market Centre to include an appropriate mix of A1, A2 and A3 uses as specified in the application.

e) Avoid the amalgamation of units to retail warehousing e.g. ‘no retail unit above 1000 sqm gross internal floorspace within the development hereby approved shall be used wholly, or primarily for the retail sale of bulky goods’.

f) Phase retail provision so that the overall balance between retail and residential development and available spend is appropriate.

g) Retail floorspace within the market centre shall not exceed 9000 sqm A1 comparison and 4100 sqm A1 convenience.

8.0 Master Planning

8.1 Policy NK1 of K MSP 2003 requires that Eastern Quarry should be developed in accordance with a Master Plan. The development brief also requires the submission of a master plan. The County Council considers that an overall master plan is the most appropriate mechanism for demonstrating that the proposed scale of development can be broadly accommodated alongside other key requirements. The applicants have recently submitted a land use disposition plan in respect of EQ2, which the County Council reserves the right to comment on in due course.

8.2 Area Master Plans will provide the mechanism for identifying the specific level and configuration of development within each area. They should be supported by appropriate survey information and should demonstrate how the set development quantities will be accommodated alongside supporting infrastructure. Area master plans and phasing plans should be required by condition/legal agreement. The key components the area master plans should address include:

a) Balance between landuses and quantities of development.

b) Ensuring villages are of a sustainable size to support an appropriate range of facilities and have individual distinctiveness.

c) Integration between uses to reduce the need to travel and create vitality e.g. provide a range of employment uses within the market and village centres

d) Disposition of land uses and supporting community and other infrastructure.

e) Relationship between open space, built form and landscape.

f) Layout and built form including height, mass and grain of buildings.

g) Transport routes and linkages within and outside of site.
h) Landscape, nature conservation and open space areas.
i) Location of gateway and landmark buildings.
j) Distinctiveness e.g. art/culture/heritage.
k) Key areas of activity and focal points.
l) Air quality, noise mitigation and contamination.
m) Appropriate mix of dwelling types in order to provide for a balanced community.
n) Physical and functional relationship with neighbouring areas.
o) Periodic reviews as area master plans are produced.

9.0 Sustainable and High Quality Design

9.1 Policies QL1-QL6 of KMPS 2003 seek to promote high quality and sustainable development, effective use of land including densities above 50 dwellings per ha where associated with public transport oriented development and vibrant communities through mixed-use development. Kent Design 2000, which has been adopted as Supplementary Planning Guidance sets out the key principles for Sustainable Development.

9.2 The scale of development within Eastern Quarry provides a unique opportunity to achieve a high quality urban environment and to contribute to the wider image of the area. The submission makes reference to use of landmark and gateway features, design codes and sustainable construction, which will be used to inform the detailed design of the scheme.

9.3 Detailed design conditions should reflect the principles of Kent Design and should include:

- Design codes including targets to achieve sustainable construction e.g. resource management, energy/water conservation, drainage, orientation CHP etc.
- Waste management proposals including static recycling points and if appropriate local transfer facilities/bulk facilities for both general waste and recyclable to reduce the number of traffic movements to/from and within the development.
- Establishing an Architectural Panel at an early stage for Landmark buildings etc.
- The design of central places such as the community facilities, the market and leisure centre to establish a distinctive sense of place.
- Promoting community safety.
- Promoting access for the disabled and lifetime homes.
- Maximising the opportunity to support the use of new technology as a means of promoting e-commerce and extending access to community services e.g. telecare (self assessment, home monitoring, video contact for remote diagnosis).

10.0 Community Infrastructure

10.1 Policy QL13 of KMSP 2003 requires development to be supported by an appropriate range of community infrastructure.

10.2 The list of community facilities suggested in the Eastern Quarry development brief includes:

- 6X 2FE primary and 1X 1FE primary
- 1 6FE secondary
- 5 community halls
- 5 sports and leisure centres
- 2 places of worship
- 2 health centres
• 1 library or equivalent
• local shopping centres
• Social services facilities (one stop drop-in shop), children's services building, family centre and adolescence resource centre
• Day centre for elderly

10.3 The timely provision of community infrastructure is an essential component of sustainable development. This has been a consistent message in National, Regional and Local Planning Policy for some time but has been given particular emphasis in the recent Sustainable Communities Plan. The government has made it clear that provision should embrace a range of facilities including education, health, social services and other community infrastructure. The County Council considers that it is essential to articulate the broad scope of facilities required to support this development in order to ensure that the impacts of the development are satisfactorily addressed.

10.4 Eastern Quarry is one of the largest developments being undertaken in the UK. Given the scale of development proposed, there will not be sufficient capacity within existing facilities to accommodate the additional demand and the provision of dedicated facilities will be required within the development. There is, however, an opportunity here to provide innovative and cost effective forms of service provision that will help improve its overall functioning and enhance the quality of life of its residents.

10.5 The overall aim of the County Council in identifying community infrastructure requirements has been to ensure that the needs of the new population are met in attractive, appropriate and convenient facilities. These facilities will help to foster community development, enrich the quality of life of new residents, encourage social interaction and avoid isolation particularly of vulnerable groups. They will also avoid dependency by enabling communities, families and individuals to support themselves.

10.6 The County Council has accepted that some efficiencies can be achieved through co-location. For example, the standard formula for estimating library, youth and community requirements, would give a total requirement of 2662sqm This can be reduced to 1475sqm by promoting joint use/co-location and by relying on the flexible use of other facilities. The efficiencies identified can only be achieved if facilities are designed to an appropriate standard and manner to allow usage by a range of groups at different times or alongside each other. They also need to have flexibility to respond to changing objectives and lifestyles.

10.7 Appendix B sets out the detailed requirements for community infrastructure across the whole site. See section 21 on the issue of apportionment for EQ2. These facilities should be secured by appropriate mechanisms (see section 20). The level of provision indicated in the attached schedule is the estimated minimum required to provide an appropriate level of service to the proposed population. It is however recognised that it may be possible to identify further savings at the detailed spatial planning stage. The requirements have been derived by having regard to:

a) adopted standards
b) the nature of the development
c) forecast trends
d) the scope to share facilities and maximise usage
e) the viability of facilities
f) facilities serving similar sized communities elsewhere
g) the provision of services in new ways including outreach and preventative services.
Village Primary Schools

10.8 The overall figures for the primary schools and on site nurseries are derived from DfES guidance and KCC LEA guidance on school and nursery sizes. Each primary school will need to have:

- Dedicated buildings with separate playgrounds for infant and junior
- Maintained nursery facilities
- Schools halls to be designed for community use outside of school hours
- Standards as per KCC School Design Guidance e.g. safety/security, accessibility
- Land for Playing fields and ancillary uses

Early Years Centre

10.9 An Early Years Centre should be provided at each primary school site. Their purpose is to provide high quality early education and childcare on one site easily accessible to parents through a one-stop facility. They will also provide for early intervention and family support services, sharing space with other agencies. The precise configuration of uses can be reviewed through the delivery strategies. Services to be provided might include:

- Links with Family Liaison Officers
- Drop ins for families with assessed needs
- Parenting Skills work
- Parenting support/skills groups for speech & language delay
- Supervised contact
- Direct Work with client groups
- Multi Agency Planning Meetings
- Parenting Forums

Urban Learning Campus

10.10 The Secondary School Campus will provide the focus for a range of community learning opportunities. It is intended that the facilities will be designed to maximise dual use but also have regard for security issues relating to school facilities. The public areas, sports and arts provision will need to be significantly enhanced to ensure they meet community use requirements. It is intended that some Adult Education and Further Education provision will be located on the Urban Learning Campus.

Library Learning and Information Centre

10.11 This is a fully integrated service centre providing library, adult education and youth services with virtual links to the Community Care Centre (thus enabling for example, self-assessment and health promotion activities to take place on site). The Centre will need to be located close to the Market Centre and preferably part of the Urban Learning Campus. It should also be flexibly designed so that sharing of space and joint use can be readily facilitated.

- Adult Education would make use of some teaching spaces in the Urban Learning Campus, particularly after school.
- Adult Education and Youth and Community and other services would make use of facilities in schools and Community Halls.
- Library Services would make use of other space in primary schools and Community Halls
Community Care Centre

10.12 The aim in the assessment has been, as far as possible, to incorporate social support facilities within the other community facilities such as in schools, village halls and in the Library, Learning and Information Centre. There will however be a need to provide for some dedicated facilities in a Community Care Centre to provide for services, which are not appropriate for more informal joint/ flexible use. These services would include:

- Children & Families Duty Area (taking calls re Child Protection issues and Children In Need)
- Children & Adult Protection Case Conferencing
- Family Group Conferencing
- Needs Assessment Centre
- Assessing Dementia needs
- Multi agency Meetings
- Specialist Day Care for Children & Adults
- Occupational Therapy Equipment Duty/Duty Desk
- Occupational Therapy Physio

10.13 The Community Care Centre will serve the needs of the whole development and should be located close to Market Centre (potentially linked to health care facilities).

Community Halls

10.14 It will be for Dartford Borough Council to confirm the broad size of community halls and the activities, which should take place within them, but KCC has an interest in their potential role in providing community support and social inclusion.

10.15 The community halls will be at the heart of each village and should provide a focal point for community life. They should provide for informal recreation (e.g. badminton), community and cultural activities. They should also provide flexible accommodation for community groups and multi-agency outreach services (linked to the central facilities on the “hub & spoke” principle). These services might include Learning Independent Living Skills for people with disabilities (including frail older people), Specialist Day Care, User/Carer Forums, Drop In Centre and Sensory Room for Physical & Learning Disabilities.

10.16 Community halls should provide flexible accommodation for small and larger gatherings of people of all ages for a range of activities. It will be for the Area Master Plan stage to consider where these community hall facilities should best be located e.g. alongside other facilities such as primary schools. The key will be to demonstrate that the level of floorspace proposed is capable of meeting potential demand including the specific requirements indicated above.

Current Negotiations

10.17 While broad agreement has been reached on most infrastructure requirements there are a few outstanding issues. The applicant has agreed to master plan for the proposed health and social care facility but considers that funding should come from the public sector. This matter is subject to ongoing negotiations with the PCT and KCC’s social services Directorate.

10.18 The timing of facilities, especially the secondary school campus and the Life Long Learning centre are also subject to ongoing negotiation. The developer has stated that, for a range of reasons including viability, demographics and phasing, these facilities will not be provided until at least 10 years into the development i.e. 3500 dwellings. The County Council
considers that time-scale should be sooner i.e. around 5-7 years or 2000 dwellings in order to create a sustainable community, reduce the need to travel, meet service needs and promote a sense of place.

10.19 The provision of interim library, adult education and youth facilities, while waiting for the central facilities to come forward is also subject to further negotiation. The applicant has suggested that the community halls and Swan Valley would be able to meet these interim requirements. The County Council's considers that there will be insufficient space within the community halls to accommodate library, adult education and youth facilities in addition to other uses. Furthermore it would be inappropriate to rely on Swan Valley to meet the impacts of the development as that facility was provided to respond to existing needs. For the same sustainability reasons set out in para. 10.18 Eastern Quarry should have its own dedicated interim facilities.

10.20 The location of the joint use library is also under discussion. The applicants are suggesting this should be part of the secondary school whereas for operational purposes the County Council feel this should be part of the life long learning centre but located close the school to ensure ready access.

10.21 The County Council would expect to community infrastructure matters satisfactorily resolved before any decision notice is issued.

11.0 Recreation and Sports Facilities

11.1 Policy QL16 of KMSP 2003 states that major new residential and mixed use should be supported by appropriate recreational and sport facilities.

11.2 The Green grid/recreation requirements set out in the development brief indicate:

- 5 x Sports and Leisure Centres
- General provision for Community Woodland and 33% of the site to be open space
- 1 x Major Urban Park (incorporating neighbourhood and local play spaces)
- 7 x Local Parks (incorporating neighbourhood and local play space)
- 15 x Neighbourhood play space (incorporating local play space)
- 36 x Local play spaces
- 17 Playing fields
- 9 Allotment areas of 16 plots each

11.2 The detailed assessment of open space requirements is a matter for the Borough Council to consider. The County Council's interest is to ensure that green grid principles are promoted and that there is convenient access to a range of open space facilities for informal and formal recreation.

11.3 The developer has argued that open space and recreational requirements for the site should reflect the scope to promote joint use e.g. of the secondary school campus. They have stated that this is particularly important because the sloping topography makes the provision of large areas of flat playing fields difficult to achieve. The County Council agrees with this principle providing that facilities are planned and designed to allow for usage by the different groups they are intended to serve e.g. in terms of higher quality construction that can stand up to the extra wear and tear. See appendix A for requirements.

11.4 The County Council is satisfied that the broad level of sports and recreation facilities envisaged would be sufficient to meet the needs of the development. Green Grid objectives are also capable of being met. The open spaces will provide for both formal and informal recreation, providing green routes through the development for both pedestrians and cyclists,
which will in turn create links between the proposed villages, the existing communities, the new developments proposed in the vicinity and the surrounding open spaces.

11.5 **A leisure and recreational strategy should be submitted that takes into account existing provision, future needs and the potential impacts of commercial leisure proposals on other centres.**

12.0 **Transport**

12.1 Policy TP2, TP8 – 10 of the KMSP 2003 require that development sites should be well served by public transport and facilities for pedestrians and cyclists. Policy TP7 promotes strategic transport schemes (including Fastrack). Policy TP11 states that development, which generates significant increases in use of trunk road access, will not be permitted if it would significantly increase crashes or lead to delays.

12.2 The development brief for this site assumes that this will be a public transport orientated development (POTD) not least because of the potential impact on the A2 trunk road. The developers have indicated that they would be prepared to make provision for fastrack and secure the service of a Fastrack circle line that would take in their developments at Eastern Quarry, Ebbsfleet and Swanscombe Peninsular and also serve Ingress Park, Greenhithe station and Bluewater. A Fastrack service will need to be delivered across the site at a very early stage if the desired modal split for Thameside is to be achieved (40% of trips non-car).

12.3 Fastrack alone will not be capable of meeting all the public transport needs of the development and other public transport services will be needed to link to and complement it. Improvements to the existing highway network will also be needed. The precise requirements will be informed by the Kent Thameside Transport Model and by further micro simulation. The Highways Agency is currently reviewing supplementary information submitted by the applicant on trunk road issues. The County Council cannot comment on the strategic transport merits of the scheme until it has had an opportunity to consider the formal response from the Highways Agency. The County Council therefore reserves the right to comment further when this response has been received.

12.4 **The County Council would expect the submission of a transport strategy and to be secured through legal agreement/conditions, which includes:**

a) Fastrack circle line that would take in developments at Eastern Quarry, Ebbsfleet and Swanscombe Peninsula and also serve Ingress Park, Greenhithe station and Bluewater and local bus services linking the development areas with proposed and existing community infrastructure in Eastern Quarry and Swanscombe. Providing an indication of timing/phasing of Fastrack in relation to the build up of development at Eastern Quarry.

b) Supporting public transport infrastructure to address interim requirements and complement Fastrack

c) A traffic monitoring system to be submitted with agreed thresholds for peak hour and daily traffic levels. Measures will have to be implemented to reduce the levels of traffic to below the threshold levels, if they are exceeded.

d) The level of detailed parking provision to be commensurate with objectives for modal shift

e) Strategy for parking charges.

f) Safeguarding the use of the FASTRACK core route.

g) Real time Information of public transport services.
h) Off-site highway works particularly a substantial contribution to the cost of the St Clements Way/A226 junction improvement.

i) Traffic management measures including deterring traffic rat-running through Eastern Quarry from Ebbsfleet and encourage the use of Watling Street access and along Southfleet Road to/from Swanscombe if not implemented in connection with Ebbsfleet/Union Rail.

j) Controlled pedestrian and cycle crossings both on and off site.

k) An overall Travel Plan needs to be submitted to and approved by KCC and DBC prior to commencement of the development.

l) Offsite improvements implemented as appropriate

13.0 Public Rights Of Way, walking and cycling

13.1 Policy QL18 of KMSP 2003 states that where practical linkages should be encouraged from within settlements to the open countryside and that open space and public rights of way will be enhanced within major new developments. Green-space networks and public rights of way should be conserved and enhance where possible.

13.2 A number of important definitive routes that cross the site have been affected by quarrying activity. The development provides the opportunity to reinstate these routes and to create attractive new routes that meet the needs of the development. It should be possible to achieve this through the master planning and detailed design processes. Linkages across A2 should be provided to encourage access to the countryside. Provision should also be made for an attractive, safe and convenient footway and cycleway network within the site in order to promote sustainable access to facilities, improve the quality of the environment and promote healthier lifestyles.

13.3 A green grid/public rights of way strategy should be required by legal agreement/condition which indicates the provision of:

a) Informal open space in the north part of site at Alkenden Farm to link development to Swanscombe via DS7 Footpath over gorge, route through gorge and route to Swanscombe Heritage Park.

b) Linear space/public rights of way from northern park leading south to lake area.

c) Linear space/public right of way from northern park leading east to Durant way/Leonard Avenue entrance to site to meet with existing DS20.

d) Linear Way/Public Right of Way leading south to existing bridge over A2 to link with Footpath DR20 to Bean Country Park.

e) Linear space/Public Right of Way from Betsham Road in the north leading south to existing DS20.

f) Area of natural woodland south east of the site as public open space.

g) Linear space/Public Right of Way DS20 to form link at Southfleet Road with Springhead site and via Stanhope Road to DS 17 thus to Northfleet (Football Ground).

h) Linear spaces on the perimeter of the site to create natural open space and habitats.

i) Provide foot/cycle links within site and to surrounding areas eg access to Bluewater, Ebbsfleet, Waterstone Park and surrounding settlements.

j) Public Rights of Way to be incorporated into green linear spaces (a minimum width to be specified by condition), which should have a natural feel and should incorporate footways and dedicated 1.75 m cycle ways.
14.0 Visual Impact, Landscape and Public Realm

14.1 Policies E3, E7-E10 of KMSP 2003 promote environmental interests including the protection and enhancement of landscape, biodiversity and woodland interests.

14.2 Eastern Quarry is still being worked for chalk at the western end. Extraction is due to end in 2009. There are restoration proposals applicable to the current activity against which the impact of the development needs to be considered. There are a number of prominent landscape features within the site such as Craylands Gorge, which are capable of being safeguarded. While the character of the site will change from essentially a greenfield perspective to an urban form it should be possible to ensure that new landscape features are introduced which enhance both the appearance and functioning of the development and to integrate the development with other nearby features.

14.3 It will be essential to identify the objectives for the green wedges to ensure these are met at the master plan stage. This should include provision of natural as well as formal open space and provision of ecological links and attractive access corridors. They should only be narrowed to 10m occasionally and in the main should be closer to 30m. Other design techniques can be used to ensure that the green fingers contribute to rather than divide neighbourhoods if this is a concern.

14.4 A landscape strategy should be required by legal agreement/condition which should:

a) Address wider landscape character and integration including contextual features inside and outside the site, indicating views and contours and have regard to ecology, culture and open space.

b) Indicate landscaping to be retained.

c) Create new landscape features/structural landscaping that add distinctiveness and links to Craylands Gorge and to the ridge-top woodland features of Darent Wood and Stonewood. This should include identification of ‘core planting’ areas which are separate from any infrastructure, so that large trees can be safeguarded.

d) Consider the proposed routes for infrastructure (services, communications etc) should also be shown.

e) Avoid the inclusion of major transport routes in Green wedges.

f) Incorporate cliffs & views to Thames into the design.

g) Provide a sense of place to respond to ‘village themes’.

h) Define an area of community woodland.

i) Draw and takes account of the areas archaeological/industrial heritage.

j) Define the future character of the area giving direction on form, detailing and materials

k) Ensure that features and green zones respond to landform and landuse.

l) Provide for visual and physical links to the countryside to the south as well as links to the urban areas to the N, E & W.

m) Determine the relationship with the Biodiversity Action Plan.

n) Address delivery and management of open areas and the public realm.

o) Include public art.

p) Provide an implementation programme and identification of advance planting.
q) Provide for the implementation and maintenance of hard and soft landscaping.

15.0 Ecology

15.1 Policy E8 of the KMSP 2003 seeks to promote the protection of areas of ecological interest and the enhancement/mitigation of wildlife and ecological interests.

15.2 The site contains a range of habitats at various stages of succession. It also contains a number of protected and rare flora and fauna: populations of birds, reptiles, amphibians and invertebrates being of particular importance. Craylands Gorge is a designated SNCI.

15.3 There should be scope as part of the development to safeguard and promote ecological interest. The Environmental Impact Assessment suggests that there are at least reptiles and bats within the site both protected under the Wildlife and Countryside Act 1981. Bats are also protected under the European Union Habitats Directive. More detailed survey work is required to inform the Master Plan stage and specific mitigation and compensation proposals.

15.4 The Biodiversity Action Plan included in the Environmental Statement should provide the basis for detailed conditions, which should cover:

- The restoration of habitats previously lost to chalk extraction in addition to existing habitats within the quarry.
- Mitigate the loss of semi-natural habitat supporting populations of invertebrates, reptiles, amphibians and birds.
- Habitat connectivity within green zones eg north south and east west.
- Avoid ecological and natural reserve areas within movement corridors.
- Avoid breaks in ecological connectivity corridors by any movement corridors/road crossings.
- Incorporation of wildlife habitats into the heart of scheme near homes and fully integrated into green zones.

16.0 Archaeology

16.1 Policy QL 16 of KMSP 2003 provides for the protection of areas of archaeological interest. It states that there should be a presumption in favour of the physical preservation of nationally important remains and preservation in situ should be the preferred course of action for remains of lesser importance. A framework for heritage in Kent Thameside is currently being developed (Kent Thameside The Past and Future) and this will provide useful contextual information.

16.2 The site contains areas of high archaeological potential. Internationally important Palaeolithic remains have been found at Southfleet Road in connection with CTRL works. Similar deposits could be expected to extend into the Eastern Quarry site. Immediately to the north of the site is the Swanscombe Skull Site National Nature Reserve and significant archaeological remains from almost every period in history, including seven Scheduled Ancient Monuments, have been found in the Ebbsfleet Valley to the East of Southfleet Road. The Swan Valley school development also revealed Palaeolithic artefacts and faunal remains and Roman remains are known in the area adjacent to the development, including a scheduled temple complex at Springhead. Craylands Gorge, created from the effects of previous quarrying, is also of at least local importance.

16.3 The outline application has been supported by a desk-based assessment, which has limitations over field evaluation. Preliminary Palaeolithic investigation has identified remains of possible national importance and there is potential for further remains to be identified.
16.4 Further evaluation is required before the scheme moves into the design stage and
before the area master-planning process is advanced in order to ensure that, where
appropriate, remains can be preserved in situ and the impact of development on any
archaeological and historic resources assessed. The County Council understands that the
applicant is prepared to undertake such investigation.

16.5 *The following heritage issues should be covered by legal agreement/condition:*

a) Further field evaluation to clarify the extent and importance of archaeological remains.
   This work must be undertaken as part of the design process to allow for preservation in
   situ of archaeological remains as required.

b) The submission of an historic environment strategy, based on appropriate evaluation and
   assessment with proposals for mitigation, management and interpretation at the site.

c) The area’s history, particularly its industrial heritage, should inform the design process to
   encourage a sense of time and place and contribute its uniqueness.

d) Contributions should be made towards a local heritage/community facility to
   display/interpret finds. (Studies are currently underway to consider appropriate solutions).

e) Development proposals including tree planting, playing fields and community woodland
   should avoid areas of archaeological interest such as the Pleistocene deposits (north &
   east of the site). Woodlands should be restricted to previously quarried areas.

17.0 Air Quality

17.1 KMSP 2003 Policies NR4 and NR6 state that development should be planned and
designed to avoid, or adequately mitigate, pollution impacts and that the scale and character
of development in, or adjoining Air Quality Management Areas (AQMA), should be controlled
so as not to adversely affect improvement in air quality.

17.2 The site is very close to an existing Air Quality Management Area (AQMA) at the
Northfleet industrial area to the north of the site. It is also adjacent to the A2 along which
there is an AQMA close to the southeastern corner of the site. The Dartford AQMA along the
A282 tunnel approach road is also in close proximity. A new development of this size at
Eastern Quarry and the associated generation of vehicle trips could trigger the need for
further AQMA’s to be declared unless adequately mitigated.

17.3 The air quality section in the Environmental Statement suggests that there will only be a
minor impact on local air quality. This could be due in part to the assumptions in the KTS
model including, the 40% modal shift away from car use and to assumptions about future
improvements in emission controls and fuel quality. The air quality assessment only
considers the impact of Eastern Quarry and does not take into consideration the cumulative
impact with the other major sites, which are coming forward in Kent Thameside.

17.4 It is imperative that a monitoring programme is implemented and sustained as the
development progresses. Monitoring should be undertaken at sites within and close to the
development site and within the existing AQMA’s (particularly along the A2 close to the sub
station). If the monitoring shows that the original assessment was inaccurate and that air
quality standards have been breached, then the developer will need to demonstrate how this
will be addressed and what mitigation measures are to be put in place.

17.5 *An air quality monitoring programme and appropriate mitigation measures should
secured by way of agreement or condition and should be developed in discussion with
Dartford Environmental Health Officers.*

18.0 Noise
18.1 Policy NR5 of KMSCP 2003 states that development which would be sensitive to adverse levels of noise air light or other pollution will not be supported where mitigation measures would not afford satisfactory protection.

18.2 Noise levels from the trunk road corridor affect the site. The proposed high density of development may also create tensions between uses in noise terms unless appropriately designed. The environmental statement also identifies a number of existing properties that will be affected by the development e.g. properties on Durrant Way identified as having an increase of 5dB and along Alkerdon Lane/Manor Road of 6dB. The proposed realignment of the distributor road may have reduced these impacts but that needs to be verified.

18.3 A noise assessment and noise mitigation scheme for new (including addressing high density issues) and for existing dwellings should be required by condition.

19.0 Minerals

19.1 Policy CC5 of Chalk and Clay Minerals Plan 1997 safeguards mineral reserves at Eastern Quarry subject to development proposed in the Structure Plan. It also refers to the restoration of the quarry upon cessation of works. Policy CC27 requires satisfactory working and a reclamation scheme returning land to a planned after-use at the highest standard relevant to that use and as quickly as possible. Policy M3 of KMSCP 2003 also refers to the restoration of minerals sites to appropriate afteruse.

19.2 Mineral extraction at Eastern Quarry is linked to the relocation of cement production from Kent Thameside to Holborough, which is due to take place in 2007/8. The mineral planning permission in place at Eastern Quarry provides for an agriculture/water restored end use. The current interim quarry restoration scheme is out of date and will need to be replaced. Such a scheme will be subject to the approval of the County Council as Mineral Planning Authority. An application for land formation has recent been determined by Dartford Borough Council. This will need to be linked to and compatible with a revised mineral restoration scheme.

19.3 Conditions should be imposed to ensure that if development starts and then ceases, the ground works associated with the developments can be married in with the approved restoration scheme.

20.0 Implementation

20.1 Policy IMP1 of the Kent and Medway Structure Plan 2003 requires that the funding for community infrastructure should be addressed at the time that applications are determined.

20.2 Eastern Quarry is one of the largest developments being undertaken in the UK at the present time. It raises many complex issues. The long time-scale for implementation itself presents difficulties in terms of how best to safeguard future requirements, while acknowledging commercial constraints.

20.3 Following extensive negotiations, it has been agreed that the ‘framework’ for delivery should comprise a combination of:

- Section 106 agreements to set out the principle of what range of facilities will be delivered and how, including arrangements for forward planning and funding,
- Strategies which will set out the level and timing of provision, reviewable depending on future circumstances,
- Planning Conditions to address detailed/supplementary implementation issues.
21.0 Relationship between EQ2 and North West Sub Station

21.1 The EQ2 application relates to that part of the Eastern Quarry site excluding the Northfleet West Sub-Station. It has been submitted as the applicants do not have control over this land and have to date been unable to reach agreement with the landowner on taking forward a comprehensive scheme.

21.2 It is important in strategic planning terms that development on one site does not stifle development on the other. Part of the original rationale for removing this site from the green belt was to secure a comprehensive and sustainable development and to improve the appearance/image of the area.

21.3 Dealing with the applications separately creates a challenge when planning for shared community and other infrastructure. Each development needs to demonstrate how infrastructure requirements would be met whether within their boundary or on the adjacent site. The two sites offer economies of scale and the scope to share facilities. While both sites are large enough to independently support some local community facilities e.g. primary schools, community halls and local parks/play facilities, higher order facilities e.g. secondary school campus, major parks and Fastrack will need to be shared.

21.4 Reducing the overall size of the development under Eastern Quarry 2 compared to EQ1 does not mean that higher order facilities eg libraries/health, community sports pitches and social care can be reduced in size or configuration as these would not be operationally viable below a certain size. Contributions can be sought on a pro-rata basis but the obligation to provide facilities would rest with the development triggering the initial demand and/or providing the appropriate location for facilities. The main difference between requirements for EQ1 and EQ2 will relate to the provision of facilities at the village level.

21.5 There needs to be permeability between and through each site so that people can readily access facilities in the other areas. This will particularly be the case for higher order/shared facilities but also for more local facilities as people exercise choice in their use of the facilities provided.

21.7 Each site would also need to incorporate a pro-rata amount of employment provision in order to ensure that an appropriate scale of employment development comes forward alongside residential development.

21.8 It is considered that all/most of the issues unique to EQ2 can be satisfactorily addressed via legal agreement or condition but careful consideration will need to be given to how facilities are apportioned between the two sites in order to achieve overall objectives of accessibility and deliverability.

22.0 Conclusions

22.1 There is policy support for the principle of development within Eastern Quarry. The broad mix and scale of development proposed is generally consistent with the strategic objectives for this site, subject to the caveats referred to. Given the scale of development there is a real opportunity to provide for an innovative and high quality environment and the County Council is fully committed to helping to achieve this.

22.2 More detailed comments will be provided in due course on the recently submitted landuse disposition plan. The Area Master Plans will have an important role to play in demonstrating how specific development proposals and associated infrastructure will be satisfactorily accommodated e.g. housing, jobs open space and services. The villages will be the key building blocks for the development and should therefore each be of a sufficient size.
to sustain an appropriate range of local facilities such as a local primary school and community hall.

22.3 In order to secure a successful development any planning approval should safeguard the delivery of an appropriate range of community infrastructure (see appendix B). The County Council is satisfied that a framework can be developed which will secure such provision. While agreement has been reached on most infrastructure requirements there are a few outstanding issues yet to be resolved, including the timing of facilities, the need for interim facilities and the funding of the health and social care centre. These matters are subject to ongoing negotiations. The County Council will continue to work closely with the Borough Council and the applicant to ensure they are satisfactorily resolved before any decision notice is issued.

22.4 The County Council believes that the relationship between EQ2 and National Grid need to be considered in order to assess whether the overall policy objectives for the area are being met. This means having appropriate safeguards/linkages in place to secure a balanced and sustainable development and to avoid sterilisation of a strategic development site. This should be capable of being achieved by appropriate legal mechanisms and conditions.

22.5 While the applicant has indicated that only EQ2 is likely to be taken forward, the application for EQ1 still stands and before any decision notice on the latter is issued the level of detail provided within it e.g. on infrastructure should be consistent with that submitted on EQ2.

22.6 Subject to the satisfactory resolution of the outstanding matters identified in this letter and to appropriate mechanisms/resources being in place to deliver the required character, development mix and related infrastructure, the County Council does not raise a strategic planning policy objection to the proposals in DA/03/121, DA/03/1134 and DA/05/00280/OUT.

22.7 The County Council would wish to have an opportunity to review and submit further comments following the submission of further relevant information and/or formal amendments to the application.

Yours Faithfully

\[Signature\]

Abigail Raymond

For Leigh Herington County Planning Officers
APPENDIX A Policy Context

a) National Policy Context

North Kent is a 28 June 2005 growth area as identified in the Sustainable Communities Plan\(^1\) which recognises the need to promote social inclusion and to secure the necessary social and community infrastructure needed to support growth. It also stresses the importance of integrating new development with existing communities and ensuring that they benefit from the process of regeneration.

It is a fundamental principle of national policy to promote sustainable development and social inclusion as part of the growth agenda. In particular policy guidance seeks to promote high quality mixed use developments, which have access to a range of community facilities and supported by sustainable transport infrastructure.


b) Regional Policy Context

The principle of a mixed use development for this site alongside Ebbsfleet is established in Regional Planning Guidance (RPG9 & 9a) and now RSS9. This Guidance requires new development to be sustainable, making effective use of land and resources, encouraging modal shift providing the necessary community infrastructure and high quality environments. It sets down the key principles of sustainable development, which include: social progress, protection of the environment, prudent use of resources and high and stable levels of economic growth. This is reinforced within the individual thematic policies including Q2 on Enhancing quality of life, which deals with community infrastructure provision and Policy Q6 5.13-5.18 deals with the management and provision of services.

c) Strategic Policy Context

Kent Structure Plan 1996

This remains the adopted strategic plan for this area but will shortly be replaced by the Deposit Kent and Medway Structure which has been tested through an Examination in Public and is due to be adopted at the end of 2005.

Relevant policies include:

S1 Sustainable pattern and form of development
S2 Conservation and Enhancement of Kent’s environment
S5 Strategic Policy for Thames Gateway
NK1 (d) Eastern Quarry – Removal from the Green Belt for comprehensive mixed use development – enhanced public transport and road network
S9 Provision for new community facilities
Policy ENV2 Conservation and Enhancement of Kent’s landscape and habitats
ENV15 Conservation and enhancement of the built environment,
ENV16 Balance of Land Uses
ENV18 Archaeological Sites

\(^1\) ODPM : Creating Sustainable Communities: Building for the Future (2003)
Policy S9 states - In preparing local plans and considering development proposals, local authorities will have regard to the need for community facilities and services, including education, health and cultural facilities, local shopping facilities, transport infrastructure and public utilities. Provision will be made for the development of further and higher education, including academic and student accommodation. Planning authorities will not normally permit development unless the infrastructure, which is directly required to service the development, can be made available at the appropriate time.

**Kent and Medway Structure Plan: Deposit Plan (September 2003)**

The Deposit Kent and Medway Structure Plan 2003 is a material consideration for this application. The Examination in Public into the Plan was held in September 2004. Proposed changes were published in June 2004 and were subject to public consultation. This plan strengthens the 1996 Structure Plan policies particularly in respect of Sustainable Development and community infrastructure and takes forward the commitment to Eastern Quarry. A summary of the policies relevant to this proposal is set out below:

- SP1 Conserving and enhancing Kent's environment and ensuring a sustainable pattern of development
- SS1 Spatial priorities for development
- SS2 Role of major urban areas
- SS3 Priority for previously developed land a sequential approach to the location of development
- NK1 Dartford and Gravesham (b) Eastern Quarry
- FP1 Employment Land Provision - Dartford
- FP3 Eastern Quarry location of strategic importance for business
- FP14 Sequential consideration of sites for retail and leisure development
- FP18 District and Local Centres
- E3 Protection and enhancement of landscape character
- E8 Protection and enhancement of biodiversity
- QL1 Quality of Development,
- QL2 - Priorities for the public realm,
- QL3 Movement and accessibility in the public realm
- QL5 Quality and the density of development
- QL6 Mix of Use on sites
- QL8 Archaeological sites
- QL10 Historic landscapes
- QL12 Existing community services and deficiency
- QL13 Provision for new community services and infrastructure to support the new housing.
- QL16 Formal recreation/sport facilities
- QL18 Green-space networks conserve and enhance rights of way.
- HP 1 Housing provision - Dartford
- HP3 Contribution of Previously developed land to housing provision 2001 –2016.
- HP4 Sequential Approach to location of new housing provision
- HP5 Assessment of new housing land
- HP7 Range and mix of housing
- HP8 Affordable housing
- TP2 Transport and the location of development
- TP5: Major Transport Corridors (A2 Bean Interchange Improvements)
- TP7 Future Strategic Transport Schemes (Fastrack and London Rd/St Clements Way Junction).
- TP8 Development sites to be well served/supported by Public Transport
- TP 10 Facilities for Pedestrians and Cyclists
TP 11 Access to primary and trunk road network and use of existing accesses
T14 Traffic generation
M3 Restoration of mineral sites
M5 and M10 refer to the provision and protection of mineral resources
NR4 Pollution impacts

Policy SP1: Conserve and enhance the environment; ensure a sustainable pattern of development; re-use land more efficiently; reduce the need to travel; encourage quality, balance housing with employment and ensure the necessary infrastructure

Policy NK1: Development at Eastern Quarry in accordance with a Master Plan, to provide a series of linked and integrated communities together with social and community facilities and business development serviced by by Fastrack. Provision for Fastrack linking the main strategic development locations. New development will be phased in conjunction with new highway and public transport, infrastructure community services and facilities. A network of open land green spaces (Green Grid) to be identified to link major areas of open space.

QL12 Existing Community Services and Deficiencies

Existing community services* and recreation facilities will be protected as long as there is a demonstrable need for them. Provision will be made for the development and improvement of local services in existing residential areas and in town and district centres, particularly where services are deficient. Flexibility in the use of buildings for mixed community uses and the concentration of sports facilities at schools will be encouraged.

*Existing Community services includes schools and other education provision, social services, adult education, libraries, youth and community services, police and emergency services health, culture, places of worship, recreation and amenity space, sport, local shopping, public utilities, and transport

QL13 Provision for new community services and infrastructure

a) Provision will be made to accommodate additional requirements for local community services* within new residential, commercial and mixed use developments or through the provision or upgrading of facilities nearby, in response to:

- Needs associated with new development
- Growth in demand from the community as a whole

b) Development will not be permitted until the basis for the funding of the community services it requires has been identified and agreed

c) Provision will be made in Local Development Documents for major new community facilities. Specifically; land will be provided for:

- Expansion of further and/or higher education at Canterbury and Medway and Ashford
- Primary and secondary schools in areas of major new dwelling provision
- A new general hospital at Tunbridge Wells

New community facilities will be located where they are accessible by walking and cycling and by public transport from the area they serve. Whenever practical they will be located in town, district or local centres.

*Community services includes schools and other education provision, social
services, adult education, libraries, youth and community services, police and emergency services, health and culture, places of worship, recreation and amenity space, sport, local shopping, public utilities, and transport


Policy CC5 safeguards mineral reserves at Eastern Quarry subject to development proposed in the Structure Plan. It also refers to the restoration of the quarry upon cessation of works. Policy CC27 requires satisfactory working and a reclamation scheme returning land to a planned after-use at the highest standard relevant.

Local Policy Context

Adopted Dartford Local Plan 1996

Site shown as Metropolitan Green Belt

Dartford Deposit Local Plan 2002

Policy MDS 5 Identifies 300 hectares at Eastern Quarry for a mixed use, public transport orientated development supported by community infrastructure with 33% Open Space (including lake) and two thirds of developed area to be residential. The supporting text of the local plan (para 15.73-15.7.9) states that the development should compliment that at Ebbsfleet and accommodate up to 7250 dwellings, 380,000 sq m of employment floorspace, retail and supporting community facilities, sustainable transport and retailing that meets the needs of the new community.

MDS 5 Eastern Quarry Area Policy

This sets out criteria against which the development should be considered which are broadly:

- The creation of a mixed use, public transport operated development in the form of a compact urban village.
- The creation of a landform which will provide a suitable environment for a new compact urban village.
- A minimum of two thirds of the total gross developed floorspace to be residential use.
- A substantial area of public open space, water-bodies and landscaping comprising a minimum of 33% of the site area, to be incorporated in the Kent Thameside Green Grid.
- The provision of pedestrian and cycle network links into adjoining sites.
- One or more segregated east-west public transport routes as part of the Fastrack network between Ebbsfleet and Bluewater and Bean Road.
- A concentration of the highest densities in locations best served by public transport.
- Integration of new development with the adjoining uses at Bluewater and proposed at Ebbsfleet, and with the communities of Swanscombe and Knockhall.
- Provision of east-west routes integrated with the built form.
- The provision of local retail facilities that will not affect the viability or vitality of Dartford town centre or other centres.
The preservation and enhancement of any areas found to be of ecological or archaeological significance.

**CF3 New Development Requirements**

Development proposals will only be permitted if adequate social, recreational and community facilities (including educational and transport facilities, and utilities infrastructure) exist or its provision, where the need for it arises directly from the development concerned, is assured to a timescale to meet the needs of the development. Provision should be made in proportion to the scale and nature of the individual development and take account of existing pattern of provision and capacity in the locality. The Council will seek to secure such provision having regard to the guidelines set out at Appendix 14. To ensure such provision, the Council will apply appropriate conditions and/or seek to enter into an agreement with the developer.

**Supplementary Planning Guidance**

**Eastern Quarry Development Brief 2002**

The Development Brief promotes a public transport orientated development of around 7250 dwellings and 209,000 sqm of employment floorspace. It is envisaged that the density of development will be at least 60-90 dwellings per hectare. The brief provides guidance on a range of matters including integration with Ebbsfleet, community infrastructure, design, landscaping, retail, archaeology, affordable housing (30%), lifetime homes (20%) and transport matters. The development brief also provides for the submission of a master plan. The list of community facilities envisaged includes:

- 6X 2FE primary and 1X1FE primary
- 1 6FE secondary
- 5 community halls
- 5 sports and leisure centres
- 2 places of worship
- 2 health centres
- 1 library or equivalent
- Local shopping centres
- Social services facilities (one stop drop-in shop), children’s services building, family centre and adolescence resource centre
- Day centre for elderly

NB The requirements indicate the scale of needs, not the eventual form of delivery and do not preclude innovative approaches to the design and delivery of provision.

The Green Grid/recreation requirements indicate:

- 5 x Sports and Leisure Centres;
- General provision for Community Woodland and 33% of the site to be open space
- 1 x Major Urban Park (incorporating neighbourhood and local play spaces);
- 7 x Local Parks (incorporating neighbourhood and local play space);
- 15 x Neighbourhood play space (incorporating local play space);
- 36 x Local play spaces;
• 17 Playing fields; and
• 9 Allotment areas of 16 plots each

*Kent Design 2000*

This sets out the principles for Sustainable Development, including:

• Resource management
• Making efficient use of land
• High quality design
• Mixed Use development
• Safety and Security
• Modal choice
• Public realm and open space
• Landscaping and biodiversity
• Long term maintenance

*Development Contributions Good Practice Guide*

In 1999 the Kent Association of Local Authorities produced the Developers Contributions Good Practice Guide, which sought to promote a consistent approach to development contributions across Kent and Medway. The guide dealt with a range of issues but with a strong focus on educational facilities. In 2001 an addendum was published which reflected more recent National and Regional policy and the wider sustainability agenda including health/social care and viability issues. It also highlighted opportunities for joint provision in order to improve the overall quality and cost effective use of facilities. In 2003 Kent County Council published the KCC Developers Guide to Contributions setting out the specific methodology that is used to calculate requirements to help developers to quantify potential contributions.
APPENDIX B  EASTERN QUARRY KCC REQUIREMENTS FOR COMMUNITY FACILITIES June 05

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>Gross Internal Floorspace Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Analysis relates of whole site i.e. EQ1 see section 21 for potential apportionment for EQ2</td>
<td></td>
</tr>
<tr>
<td>All provision to be made on a freehold basis, unless otherwise agreed.</td>
<td></td>
</tr>
<tr>
<td>Appropriate provision to be required for parking/access</td>
<td></td>
</tr>
<tr>
<td>Temporary/interim provision should also be made as appropriate</td>
<td></td>
</tr>
<tr>
<td>Proportionate contributions from Second site towards shared facilities</td>
<td></td>
</tr>
<tr>
<td>Education Campus</td>
<td></td>
</tr>
<tr>
<td>One 6 FE Secondary school building with 8Ha land to incorporate the following joint use sports facilities:</td>
<td></td>
</tr>
<tr>
<td>• 1 artificial pitch (hockey to be sand filled artificial pitch) to be floodlit</td>
<td></td>
</tr>
<tr>
<td>• 4 grass senior pitches</td>
<td></td>
</tr>
<tr>
<td>• 1 artificial cricket wicket to be included within cricket square</td>
<td></td>
</tr>
<tr>
<td>• changing rooms for outdoor sports</td>
<td></td>
</tr>
<tr>
<td>• 4 court sports hall 34X19x7.6m high at its lowest point</td>
<td></td>
</tr>
<tr>
<td>• dance studios 15X15m</td>
<td></td>
</tr>
<tr>
<td>• health and fitness room for youth and adults i.e. 2@ 10X10m</td>
<td></td>
</tr>
<tr>
<td>• ancillary facilities i.e. changing rooms, separate indoor facilities to serve community and school</td>
<td></td>
</tr>
<tr>
<td>Total space = 1900m2</td>
<td></td>
</tr>
<tr>
<td>NB This is in addition to standard school sports facilities not suitable for joint use eg gym/playgrounds</td>
<td></td>
</tr>
<tr>
<td>Village Primary Schools</td>
<td></td>
</tr>
<tr>
<td>Four (three for EQ2) 2 FE – 420 pupils each ages 5-11 (inc. One on Secondary School Campus)</td>
<td></td>
</tr>
<tr>
<td>Draft Building Bulletin 99 indicate the following current standards:</td>
<td></td>
</tr>
<tr>
<td>1 FE primary – between 1.09 –1.34 Ha</td>
<td></td>
</tr>
<tr>
<td>2 FE primary – between 1.93 –2.37 Ha</td>
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</tr>
<tr>
<td>3 FE primary – between 2.77-3.4 Ha</td>
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<tr>
<td>Approx 2 Ha each</td>
<td></td>
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<tr>
<td>Accordance with latest building bulletin.</td>
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<tr>
<td>8Ha (Master plan to demonstrate this can accommodate dual use).</td>
<td></td>
</tr>
<tr>
<td>Additional land of 2Ha for secondary school use will need to be reserved within an earlier phase of the development to provide for appropriate accommodation in advance the provision of the central campus. This may be adjacent to one of the primary schools.</td>
<td></td>
</tr>
<tr>
<td>Accordance with latest building bulletin.</td>
<td></td>
</tr>
<tr>
<td>FACILITY</td>
<td>Gross</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Analysis relates of whole site i.e. EQ1 see section 21 for potential apportionment for EQ2</td>
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</tr>
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<tr>
<td>Temporary/interim provision should also be made as appropriate</td>
<td></td>
</tr>
<tr>
<td>Proportionate contributions from Second site towards shared facilities</td>
<td></td>
</tr>
</tbody>
</table>
**FACILITY**
Analysis relates of whole site i.e. EQ1 see section 21 for potential apportionment for EQ2
All provision to be made on a freehold basis, unless otherwise agreed.
Appropriate provision to be required for parking/access
Temporary/interim provision should also be made as appropriate
Proportionate contributions from Second site towards shared facilities

<table>
<thead>
<tr>
<th>LEA Maintained Nursery for 52 children on all four primary schools.</th>
<th>DfES minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two 2.5 hours session am and pm (9-3pm)</td>
<td>102 m²</td>
</tr>
<tr>
<td>Internal space</td>
<td>254 m²</td>
</tr>
<tr>
<td>External space sessions 26 children in each session</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Early Years Centre on each Primary School Site (DFES)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Full day care nursery</td>
<td></td>
</tr>
<tr>
<td>Catering for 50 children aged 3 months to 5 years</td>
<td></td>
</tr>
<tr>
<td>Dedicated external entrance</td>
<td></td>
</tr>
<tr>
<td>On site Day Nursery – open 8am to 6pm, incorporating breakfast &amp; after school clubs, plus holiday care.</td>
<td></td>
</tr>
</tbody>
</table>

Indoor Facilities ref National Standard Reference 4
Dedicated external space for fenced play area (is this different from above)

<table>
<thead>
<tr>
<th>Multi Agency Social Care Facility</th>
<th></th>
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<tbody>
<tr>
<td>• Multi-agency space with external dedicated entrance.</td>
<td></td>
</tr>
<tr>
<td>• Kitchen and disabled adult &amp; children's toilet facilities</td>
<td></td>
</tr>
<tr>
<td>• To accommodate groups of parents and workers alongside crèche facilities.</td>
<td></td>
</tr>
<tr>
<td>• Dedicated space for 1:1 work and interviewing.</td>
<td></td>
</tr>
<tr>
<td>• The space would need to accommodate disabled children &amp; their parents</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Nursery provision</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>The above relates to policy requirements in respect of provision at school sites it does not reflect the full requirement for nursery provision required by the development - pre school, play groups, fulltime private nursery.</td>
<td></td>
</tr>
<tr>
<td>Library, Learning &amp; Information Centre</td>
<td></td>
</tr>
<tr>
<td>ICT and wireless technology available throughout</td>
<td></td>
</tr>
<tr>
<td><strong>Reception and Community Information Centre</strong> – prominent position – ie. Access point for all visitors to the Centre, includes Social Services One Stop Services and Advice, Booking for Adult Education classes, Information and enquiries for library services and all public services. Links and referrals to other service centres, including those in Health and Social Care Centre, Primary Schools, access to Further and Higher Education and work-based learning</td>
<td>140 m²</td>
</tr>
</tbody>
</table>
| **Youth Facilities** – Flexible design with room dividers, priority use for young people to use for activities such as pool, gym, art and social space etc. Also available for community use such as:  
  ➢ Voluntary groups  
  ➢ Adult Education teaching  
  ➢ Connexions provision for 13 –19 year olds – information and advice, including careers guidance | 300 m² |
| **Café and small retail outlet** | 75 m² |
| **W/C's, baby changing facilities staff and public.** | 50 m² |
| **Flexible space** with dividers – to be configured to meet Adult Learners needs e.g. 1 dedicated IT Room. Other spaces to allow multi-use e.g. spaces for book/study related activities, adult teaching. Assumes use of “school teaching spaces”. Can also be used as meeting spaces for staff and community groups to use as required e.g. author visits. | 300 m² |
| **Library** (Flexible design with moveable shelving to allow library events and activities and use by other service providers/organisations  
If joint use with secondary school proposed an additional 60-m² would be required. | 460 m² |
| **The theatre/conference would be a part of the school but would have full community access. (is this factored into school floorspace)** |  |
| **Staff Spaces** (fully integrated for all users, includes office/work space, staff room and storage space for all users) | 150 m² |
| **TOTAL space required** | 1475 m² |
### Community Care Centre (KCC's requirements only)

<table>
<thead>
<tr>
<th>Service Description</th>
<th>Area (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social Services Resource Centre</td>
<td>200</td>
</tr>
<tr>
<td>Social Service one stop shop with telecentre facilities and drop in office facilities for Social Services employees</td>
<td>200</td>
</tr>
<tr>
<td>Space for Voluntary sector e.g. Carer Centre, citizens advice</td>
<td>100</td>
</tr>
<tr>
<td>Building TOTAL</td>
<td>500</td>
</tr>
</tbody>
</table>

### Village Community Halls  KCC Element

- Multi agency space including the delivery of preventative services across all client groups. | 120 m² |
- Specialist Toilet Facilities for profoundly disabled                                  | 25 m²  |
- Hall (DBC to specify)                                                                  |         |
- Kitchen – facilities should reach catering standards for supported employment (DBC to specify) |         |
- Meeting rooms for range of voluntary groups and smaller gatherings (DBC to specify)   |         |
- WC                                                                                  |         |
- Total DBC to confirm number of halls and size of each. KCC’s view on activities that need to be accommodated are set out in supporting paper. |         |

### Other Recreation Facilities

Community sports fields (with artificial pitches), tennis courts netball courts, youth and Adult provision facilities within open spaces eg trim trails, running circuits, climbing wall, open air fitness, multi use games areas, major park eg youth shelters, water sports such as angling, local Parks and play areas, allotments and use of community halls for indoor sports activities (DBC to specify) Facilities should be designed to maximise usage and enable effective management

### Other facilities

The County Council would expect the needs of other key service providers such as health, the police and voluntary organisations to be satisfactorily addressed before consent is granted.
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Note: the heads of terms set out below provides a summary of the contents of the Section 106 but does not provide a full commentary of those detailed provisions. Copies of the draft agreement will be made available to members at the Development Control Board meeting on 5 July 2007.

### EASTERN QUARRY 2: SUMMARY OF STRATEGIES AND S.106 HEADS OF TERMS

<table>
<thead>
<tr>
<th>No.</th>
<th>Requirement</th>
<th>Comments</th>
<th>Notes on changes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Summary of Strategies to be approved as part of planning permission</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Site Wide Design and Access Strategy</td>
<td></td>
<td></td>
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</tbody>
</table>

Includes
- Site analysis
- Constraints and opportunities
- Development Design Principles including landform, walkable neighbourhoods, public transport orientated development, access, mixed-use neighbourhoods, public open space, site wide master plan
- Urban Design principles
- Local distinctiveness

To be reviewed in connection with Site Wide Master Plan

Objective: To provide broad strategy background for Site Wide Master Plan and Area Master Plans.

- Document completed and is to be approved.
- To be tied in by condition
# EASTERN QUARRY 2: SUMMARY OF STRATEGIES AND S.106 HEADS OF TERMS

<table>
<thead>
<tr>
<th>No.</th>
<th>Requirement</th>
<th>Comments</th>
<th>Notes on changes</th>
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<tbody>
<tr>
<td>2.</td>
<td>Phasing Strategy</td>
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<tr>
<td></td>
<td>Includes:</td>
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<td></td>
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<tr>
<td></td>
<td>• Development phasing commitments</td>
<td>• Document completed and is to be approved.</td>
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</tr>
<tr>
<td></td>
<td>• Factors influencing phasing</td>
<td>• To be tied in by condition</td>
<td></td>
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<tr>
<td></td>
<td>• Inter-relationship with other strategies</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>• Monitoring and review</td>
<td></td>
<td></td>
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<tr>
<td>3.</td>
<td>Site Wide Transport Strategy</td>
<td></td>
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<tr>
<td></td>
<td>Purpose is to guide and control development and includes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Core principles and objectives</td>
<td>• Document completed and is to be approved as part of planning permission.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Development phasing and triggers for commitments</td>
<td>• Strategy to be controlled by condition but subservient documents to be obligated under s.106</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Approach to movement on the site in order to guide detailed submissions</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Review and monitoring process</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Subservient documents to be submitted covering the following issues in detail.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>• Traffic Management Plan setting traffic targets and details of vehicle monitoring scheme</td>
<td></td>
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<tr>
<td></td>
<td>• Management Toolkit setting out defined series of measures that can be implemented in the event that traffic exceeds targets</td>
<td></td>
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<tr>
<td></td>
<td>• Framework Parking Management Plan, setting down broad approach and what</td>
<td></td>
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</tbody>
</table>

The Transport Strategy will guide detail submissions, it will contain a summary schedule of the commitments in the s.106. The subservient documents set out in column one will be obligated through the legal agreements.
### EASTERN QUARRY 2: SUMMARY OF STRATEGIES AND S.106 HEADS OF TERMS

<table>
<thead>
<tr>
<th>No.</th>
<th>Requirement</th>
<th>Comments</th>
<th>Notes on changes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>details are to be provided at Area Master Plan stage, eg parking standards,</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>management principles</td>
<td></td>
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<tr>
<td></td>
<td>• Framework Public Transport Plan setting out service specifications, detailed</td>
<td></td>
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<tr>
<td></td>
<td>submission to be provided at first Master Plan and to be reviewed annually.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Public transport services to be provided in accordance with</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>• Site Wide Framework Travel Plan sets out the principles and objectives of</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>specific travel plans will provide a consistent benchmark for individual</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>specific travel plans submitted for buildings.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>• The commitment in the legal agreement are set out in <strong>Schedule 1</strong></td>
<td></td>
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</tbody>
</table>

#### 4. Community and Leisure Facilities Strategy

<table>
<thead>
<tr>
<th>Includes:</th>
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</thead>
<tbody>
<tr>
<td>• Settlement wide approach to provision</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Specifications of each type of facility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Triggers for provision of each type of facility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• The details set out in <strong>Schedule 2</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Mechanism for monitoring and review</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Document completed and is to be approved.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To be obligated under s.106 and through conditions.</td>
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<td></td>
</tr>
<tr>
<td>See schedule 2 for detailed changes to facilities.</td>
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<td></td>
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<tr>
<td>No.</td>
<td>Requirement</td>
<td>Comments</td>
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<tr>
<td>5.</td>
<td><strong>Education Delivery Strategy</strong></td>
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<td></td>
<td>Includes:</td>
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<tr>
<td></td>
<td>• Details of the settlement-wide approach to education provision</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The methodology for assessing the need for new school premises and subsequently the process for establishing that new school</td>
<td>Document completed and is to be approved.</td>
</tr>
<tr>
<td></td>
<td>• Management and ownership</td>
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<td></td>
<td>• Mechanism for monitoring and review</td>
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<tr>
<td></td>
<td>• Guidance on design</td>
<td></td>
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<tr>
<td>6.</td>
<td><strong>Landscape and Open Space Strategy</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Includes:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Landscape character appraisal</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Landscape and open space framework</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Structural planting and implementation</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Relationship to BAP</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Managing access</td>
<td></td>
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<tr>
<td></td>
<td>• Definition of character areas</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The creation of local distinctiveness/sense of place.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Management of open space</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Green Grid</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Implementation programme and identification of advance planting and</td>
<td>Document completed and is to be approved.</td>
</tr>
<tr>
<td>No.</td>
<td>Requirement</td>
<td>Comments</td>
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<tr>
<td></td>
<td>mechanism for delivery of landscaping.</td>
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<tr>
<td></td>
<td>• Retained landscapes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Planting specification</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Park manager Management, monitoring and review</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td><strong>Public Realm Strategy</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Includes:</td>
<td>Document completed and is to be approved.</td>
</tr>
<tr>
<td></td>
<td>• Design principles</td>
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<td>• Materials</td>
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<td>• Lighting</td>
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<td>• Signage</td>
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<tr>
<td></td>
<td>• Street furniture</td>
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<td></td>
<td>• Management and maintenance</td>
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<td>8</td>
<td><strong>Public Art Strategy</strong></td>
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<tr>
<td></td>
<td>Includes:</td>
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<td></td>
<td>• Strategy for public art</td>
<td>To be obligated under s.106 and through conditions</td>
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<td></td>
<td>• Creation of local identity</td>
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<td></td>
<td>• Focal points, gateways, buildings</td>
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<td></td>
<td>• Public realm</td>
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<td></td>
<td>• Procurement process and delivery</td>
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<td></td>
<td>• Review mechanism.</td>
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<td>No.</td>
<td>Requirement</td>
<td>Comments</td>
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<tr>
<td>9</td>
<td>Community Participation Strategy</td>
<td>Includes</td>
</tr>
<tr>
<td></td>
<td>- Key objectives and aims</td>
<td>• Document completed and is to be approved.</td>
</tr>
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<td></td>
<td>- Methods to encourage involvement and participation</td>
<td>• To be obligated under s.106</td>
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<td></td>
<td>- Stages of consultation</td>
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<td></td>
<td>- Key stakeholders</td>
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<td></td>
<td>- Managements</td>
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<td></td>
<td>- Consultation at design stage with key stakeholders, to include involvement with emerging community. (Key stakeholders to be identified).</td>
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<td></td>
<td>- Consultation co-ordinator to be appointed to engage on design and future management of the area.</td>
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<td></td>
<td>- Communication Plan</td>
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<td></td>
<td>- Monitoring and review process</td>
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<tr>
<td>10</td>
<td>Sustainable Development Strategy</td>
<td>Includes</td>
</tr>
<tr>
<td></td>
<td>- Principles and Objectives for development</td>
<td>• Document completed and is to be approved.</td>
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<td></td>
<td>- Review of evolving guidance</td>
<td>• To be obligated under s.106</td>
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<td></td>
<td>- Commitments to reducing environmental footprint</td>
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<td></td>
<td>- Framework for development and detailed submissions.</td>
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<td></td>
<td>- Co-ordination of Action Plans</td>
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</table>
### EASTERN QUARRY 2: SUMMARY OF STRATEGIES AND S.106 HEADS OF TERMS

<table>
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<tr>
<th>No.</th>
<th>Requirement</th>
<th>Comments</th>
<th>Notes on changes</th>
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</table>
|     | • Best practice examples  
     | • Promotion of issues  
     | • Monitoring and review |                 |

### SUMMARY OF HEADS OF TERMS OF LEGAL AGREEMENT

#### 1. General provisions

**Officer time costs**  
- Payment of contribution to Borough and County Council annually for five years.  
- Borough and County Council to commit to handling applications and submissions of documents in accordance with Liaison and Performance Protocol for the 5 years they receive time-cost contributions  

**Monitoring**  
- Submission of information on occupations and built floor space and available for occupation on 6 monthly basis  

<table>
<thead>
<tr>
<th>Officer time costs</th>
<th>Contributions at identified occupation triggers</th>
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<tr>
<td>Monitoring</td>
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</table>

**Police**  

Kent Police are seeking  

Previous requirements were for contribution for additional
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<tr>
<th>No.</th>
<th>Requirement</th>
<th>Comments</th>
<th>Notes on changes</th>
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</thead>
</table>
|     | • Provision of a room within the market centre for use in connection with community policing  
     | • [Payment of a contribution towards the provision of police services at Northfleet] | contribution towards the fit out of the new HQ building in Northfleet which is being partially built as a shell to meet the needs of new development. | officers, although this was subject to police requirements                                               |
|     | **Heritage provisions**  
Payment of contribution (£70,000) to KCC for the provision of a heritage interpretation display which could be provided on site within a public area or a site nearby. To be paid at occupation of 500 dwellings or stage at which location for display is identified (whichever is later) |                                                                                                                  | This was required before but details of amount and what to be spent have now been clarified.           |
|     | **Community Participation**  
• Implementation of Community Participation Strategy  
• Appointment of Consultation Co-ordinator |                                                                                                                  |                                                                                                          |
|     | **Local Employment Initiative**  
Implementation of Local Employment Initiative Action Plan which addresses:  
• Full commitment to information sharing at all stages of development and occupation.  
• Methodology for engaging local businesses and workforce during construction and within the development  
• Training  
• Written commitment by all contractors/subcontractors to provide early information on job availability and best endeavours to use local labour.  
• Creation of a job shop  
• Promotion of scheme to employers.  
• Regular review to take account of ongoing | Has changed from Employment Strategy which was to be submitted post consent. Now requires agreement prior to approval and incorporation into legal agreement. | Awaiting Draft. To be reported on at DC Board |
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<th>No.</th>
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<tbody>
<tr>
<td></td>
<td>construction, occupations, maintenance contracts and of local and regional employment initiatives.</td>
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</table>
|     | **Sustainable Development**  
  • Implementation of Sustainable Development Strategy  
  • Appointment of Sustainable Co-ordinator | | Sustainable Development Co-ordinator is a new requirement in order to ensure that a co-ordinated site wide approach is taken to this important issue |
|     | **Air quality**  
  • Contribution towards monitoring of air quality on site by Borough Council  
  • Payment of Council’s full costs if an Air Quality Management Area has to be declared on site | | This has been refined in order to ensure that the Council’s costs are covered should the development result in the need for further monitoring and the declaration of the AQMA. |
|     | **Ambulance Station**  
  Provision of a hard standing for ambulances prior to the occupation of 1800 dwellings | | |
|     | **Retail**  
  • Prior to the occupation of the first 500 dwellings a unit no less than 250 sqm shall be made available for trade as a convenience retail store.  
  • Prior to the occupation of 750 dwellings a unit no less than 200 sqm shall be made available for sale or rent as a comparison retail unit. | | |
## 2. Affordable Housing

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<thead>
<tr>
<th>Requirement</th>
<th>Comments</th>
<th>Notes on changes</th>
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<tbody>
<tr>
<td><strong>General Provision</strong></td>
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<tr>
<td>• The equivalent of 30% of the dwellings shall be provided as Affordable housing.</td>
<td>Secured through S.106 agreement.</td>
<td>No longer considered a need for an Affordable Housing Strategy, as detail is dealt with in S.106 Agreement.</td>
</tr>
<tr>
<td>• This will comprise 5% off-site contribution and 25% on-site provision of housing.</td>
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<tr>
<td>• The on-site provision is intended to comprise of the following as the &quot;optimum&quot; mix of tenures:</td>
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<tr>
<td>- 5% social rented</td>
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<tr>
<td>- 10% shared ownership / new build homebuy / shared equity; and</td>
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<td>- 10% discount market rented housing.</td>
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<tr>
<td><strong>Cascade mechanism</strong></td>
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<tr>
<td>• Provision of the &quot;optimum&quot; mix is subject to the developers obtaining an agreed &quot;requisite tender price&quot; for the relevant Affordable housing tranche, in recognition of the substantial infrastructure and land forming costs involved in bringing forward the development.</td>
<td></td>
<td>Agreement has been reached on the operation of the cascade.</td>
</tr>
<tr>
<td>• If this minimum price is not offered for the tranche, a cascade mechanism will operate to vary the mix of Affordable housing and numbers of Affordable housing units,</td>
<td></td>
<td>A higher minimum tenure mix has been fixed.</td>
</tr>
<tr>
<td>• Cascade is subject to a &quot;minimum&quot; tenure mix of 5% social rented and 10%</td>
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<tr>
<td></td>
<td>intermediate (discount market or shared ownership etc.) within each tranche.</td>
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<td></td>
<td><strong>Contributions to the Borough Council</strong></td>
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<tr>
<td></td>
<td>• 5% off-site contribution (worth in excess of £9m at current rates)</td>
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<td></td>
<td>• further contributions will accrue from the future sale of discount market housing units (over which the Council will have a charge) and in the event that Affordable housing units are released onto the open market (for example if there is no demand from occupiers for those units).</td>
<td></td>
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<td></td>
<td>• DBC is entitled to use funds to supplement on-site provision or to provide off-site Affordable housing, including through the renovation of existing Affordable housing stock in the Borough.</td>
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<td></td>
<td>• There are repayment mechanisms if the Council does not use the monies within a specified timetable.</td>
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<td></td>
<td><strong>Delivery of Affordable housing</strong></td>
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<td></td>
<td>• Trigger mechanisms ensure that Affordable housing comes forward at the same time as market housing.</td>
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### EASTERN QUARRY 2: SUMMARY OF STRATEGIES AND S.106 HEADS OF TERMS

<table>
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<tr>
<th>No.</th>
<th>Requirement</th>
<th>Comments</th>
<th>Notes on changes</th>
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<tbody>
<tr>
<td></td>
<td><strong>3. Landscaping, Open Spaces, Formal Recreation</strong></td>
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<tr>
<td></td>
<td><strong>Obligations to provide open land and landscaping in accordance with the Landscape and Open Space Strategy and the Public Realm Strategy</strong></td>
<td></td>
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<td></td>
<td><strong>Schedule 2</strong> below sets out the requirements for formal playing fields and recreation spaces that are set out in the above strategies**</td>
<td></td>
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<tr>
<td></td>
<td><strong>Obligations to manage and maintain areas and permit public access</strong></td>
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<td></td>
<td><strong>Public Art</strong></td>
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<td></td>
<td>To be provided in accordance with the Public Art specification to be submitted.</td>
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<td></td>
<td>To be maintained in accordance with management scheme to be submitted</td>
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<td></td>
<td><strong>Signage</strong></td>
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<td></td>
<td>Contribution to off-site signage works, where required, e.g. in connection with Green Grid or cycle routes</td>
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<td></td>
<td><strong>Park Ranger</strong></td>
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<td></td>
<td>To appoint and retain a Park Ranger</td>
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<td>No.</td>
<td>Requirement</td>
<td>Comments</td>
<td>Notes on changes</td>
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<td></td>
<td><strong>Ecological Clerk of Works</strong></td>
<td>Appointment of an Ecological Clerk of Works (to be a suitably qualified and experienced ecologist), prior to commencement in order to oversee the implementation of the BAP, and the detailed management plan. To be retained until the end of construction operations. An ecological site manager shall be appointed post completion of development to monitor and direct ecological management operations and such a role shall be maintained until 5 years after completion.</td>
<td></td>
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<tr>
<td></td>
<td><strong>Permissive Ways (footpaths, cycleway, track)</strong></td>
<td>To be provided in accordance with Landscape and Open Space Strategy and the Site Wide Design and Access Strategy. To enable permissive use by the public. Routes include north-south routes through the Green spaces to the boundaries of the site and to the lake edge; a route to link the Public Right of Way DS20 which runs along the northern boundary with a direct link to that part of DS20 which runs north-south along the cliff edge; an east-west connection.</td>
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<td></td>
<td><strong>Sports Pitches</strong></td>
<td>Provision of 2 community sports pitches and ancillary facilities by 1800 dwellings. To be located either on-site or off site within a reasonable walking distance. Either or both</td>
<td>This ensures the phased provision of sports pitches, but also enables flexibility in the early provision. Further detail and clarity is provided with regard to the potential for off-site playing</td>
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<tr>
<td>No.</td>
<td>Requirement</td>
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<td></td>
<td>pitches may be capable of relocation within the defined area.</td>
<td>such that it could be located temporarily on site but then once other suitable sites become available in walking distance the pitches could be relocated in order to free up land for development.</td>
<td>fields.</td>
</tr>
<tr>
<td></td>
<td>Provision of dual use pitches on the education campus available for community use.</td>
<td>This also allows flexibility for the later provision of pitches which is likely to be in 18 years time, this provides flexibility for the pitches to be provided or funding to be used on other sports facilities as may be required at the time</td>
<td></td>
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<td></td>
<td>At 6000 dwellings provision of 2 further community sports pitches, either or both to be provided on site or off-site within an area of search (2.5km from site). If the landowners are unable to secure the permanent location, a contribution will be paid to the Borough Council to deliver these, if this not possible the contribution can be used towards the provision of any other sport and recreation within the area of search.</td>
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<td>Requirement</td>
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<td>4.</td>
<td>Community Facilities (non KCC)</td>
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<td></td>
<td>The community buildings are provided on a hub and spoke principle. The hub space will be provided in the market centre and will be run by KCC and provide a focus for their community services. The spokes will be provided in each village and will provide more traditional community halls.</td>
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<td></td>
<td>Obligations to provide community facilities in accordance with the Community and Leisure Facilities Strategy</td>
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<td></td>
<td>Schedule 3 below sets out the requirements for community facilities where they are buildings</td>
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<td></td>
<td>Obligations to manage and maintain facilities or transfer to management entity</td>
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<td></td>
<td>Requirement to offer to Borough Council or Town Council to take on management at certain points. No obligation for either body to take on facilities</td>
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<tr>
<td>5.</td>
<td>Community Facilities (KCC)</td>
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**EASTERN QUARRY 2: SUMMARY OF STRATEGIES AND S.106 HEADS OF TERMS**

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<tr>
<th>No.</th>
<th>Requirement</th>
<th>Comments</th>
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</table>
|     | **Life Long Learning Centre**  
To provide building from which KCC services can be provided, including a library, youth facilities, adult education, social services, flexible floorspace for different users, café. Floor area 1475 sqm (GIA)  
To be built in connection with education campus. To be built either by developer in connection with school or lump sum given to KCC for them to build themselves.  
**Interim County Facilities**  
Before 1000 dwellings interim facilities (of 200 square metres) will be offered to KCC to provide the above services until such time as the LLLC is open for use. | This provides a central community facility which allows for KCC services to be operated from but will also be used by community and voluntary groups who operate services on behalf of KCC. |                  |

6 Education
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<th>No.</th>
<th>Requirement</th>
<th>Comments</th>
<th>Notes on changes</th>
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<tbody>
<tr>
<td></td>
<td><strong>General provision</strong></td>
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<tr>
<td></td>
<td>• Three primary schools (each of two forms of entry) will be provided on-site, each including 120 square metres of multi-agency space and 120 square metres of nursery provision.</td>
<td>Obligated under Section 106 Agreement</td>
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<td></td>
<td>• One secondary school of 6FE will be provided, with additional land master-planned to extend school to 8FE if necessary to accommodate pupils from the neighbouring Sub Station Site.</td>
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<td></td>
<td><strong>Mechanisms for provision</strong></td>
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<td></td>
<td>• The first and third primary schools will be provided by the developers.</td>
<td>Obligated under Section 106 Agreement</td>
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<td></td>
<td>• The second primary school and the secondary school will be subject to an election mechanism, whereby the developer can elect to build them or to offer KCC an agreed contribution for KCC to build.</td>
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<td></td>
<td>• Schools will be constructed in accordance with the standard specified in the relevant government Building Bulletins and fitted out to an agreed standard.</td>
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<td>No.</td>
<td>Requirement</td>
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<tr>
<td></td>
<td><strong>Timing of provision</strong></td>
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</table>
|     | It is not possible to fix absolute triggers for provision at this stage due to the uncertain outcome of the necessary statutory processes under the Education legislation. Instead, triggers to be set for commencement of statutory processes and then further trigger for provision of the school based on a fixed number of dwellings from the date of a positive outcome to the statutory processes. Triggers for the commencement of the statutory processes are as follows:  
   - first primary school – commencement of development  
   - second primary school and secondary school – occupation of 1,800 dwellings  
   - third primary school – occupation of 4,500 dwellings. | Obligated under Section 106 Agreement         |                  |
|     | **Education Review Group**       |                                               |                  |
|     | - ERG to be formed with representatives of developer and KCC.  
   - ERG will keep under review the education needs of the development, and will have the ability to adjust triggers for delivery of facilities etc. | Obligated under Section 106 Agreement and role of ERG set out in greater detail in Education Delivery Strategy |                  |
### EASTERN QUARRY 2: SUMMARY OF STRATEGIES AND S.106 HEADS OF TERMS

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<th>Notes on changes</th>
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<tr>
<td>7</td>
<td><strong>Transport</strong></td>
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<td></td>
<td><strong>Obligation to implement documents which form part of Transport Strategy, i.e.:</strong> Traffic Management Plan and transport toolkit Side Wide Framework Travel Plan Parking Standards and Management Plan Public Transport Plan</td>
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<td></td>
<td><strong>Transport Review Group</strong> To be established and comprise of 4 voting members, 2 being from Land Sec and 2 from the KCC and DBC. To meet 6 monthly or as appropriate. The Group to review Traffic Generation targets and agree implementation of measures from the transport toolkit.</td>
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<td></td>
<td><strong>Transport Tool kit fund</strong> Landowner to pay an amount per dwelling occupied. Should traffic generation targets show a substantial exceedance, the sum paid to be doubled until the exceedance is reduced. This fund to be used to pay for toolkit measures.</td>
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<td><strong>Travel Plans</strong> A travel plan to be prepared for each building over 1000 square metres</td>
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<td></td>
<td><strong>Traffic Regulation Orders</strong> Undertake to pay costs of KCC or DBC in implementing any such orders.</td>
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<td>No.</td>
<td>Requirement</td>
<td>Comments</td>
<td>Notes on changes</td>
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<td>For all other requirements see schedule 1 which sets out the detail as well as the justification</td>
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</table>
### Schedule 1: Summary of Transport Schedule of Commitments

<table>
<thead>
<tr>
<th>Details of commitment</th>
<th>Reason for Requirement</th>
<th>Related documents or further submission requirements</th>
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<tbody>
<tr>
<td><strong>Vehicle Monitoring Scheme</strong></td>
<td>A scheme for the monitoring of vehicles generated by the development at its boundaries to be established using permanently installed monitoring equipment. Monitoring to have commenced by the occupation of the 500th dwelling, and be maintained up to two years after completion of the development. Monitoring to take place at all vehicular accesses and egresses to the application site. Monitoring data to be used to test performance against traffic targets so that the need for any Management Toolkit measures can be determined in the event that traffic targets are exceeded.</td>
<td>Reserved Matters applications / s.278 drawings for access junctions should show where permanent vehicle monitoring equipment will be located.</td>
</tr>
<tr>
<td><strong>Transport Coordinator</strong></td>
<td>A Transport Coordinator will be appointed prior to start of construction on the site. The duties of the Transport Coordinator shall be in accordance with those outlined in the Framework Travel Plan. Such a post shall be maintained continuously until at least 2 years following the completion of the development.</td>
<td>Community and Employment Travel Plans related to areas of development and buildings in accordance with the Framework Travel Plan.</td>
</tr>
</tbody>
</table>
## Schedule 1: Summary of Transport Schedule of Commitments

<table>
<thead>
<tr>
<th>Details of commitment</th>
<th>Reason for Requirement</th>
<th>Related documents or further submission requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pedestrian and cycle links with land outside site</strong></td>
<td>To ensure that pedestrian and cycle links connect to existing routes around the site and so provide proper integration of these modes with the surrounding area.</td>
<td>Area Master Plans will identify locations where a connection is to be provided, the configuration of the link and the programme for its implementation. Reserved Matters applications for immediately adjacent areas of development will be required to include details of the connection.</td>
</tr>
<tr>
<td>The pedestrian and cycle links between the boundary of the site and the existing footpath and cycling network identified on the EQ2 parameter plans shall be provided in accordance with details to be approved, so long as this is on land that is within the control of the developer or that is highway land.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provision for walking and cycling is to be made between the boundary of the site and the existing highway network and existing footpath and cycling network where these are provided in the vicinity of the site. If land outside of land owners control contribution to be paid to KCC or DBC as appropriate.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Such details shall include where necessary the provision of crossings and linking accesses outside of the development site boundaries.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pedestrian and cycle links to Craylands Gorge</strong></td>
<td>To provide a safe crossing between development area and Craylands Gorge, as this is anticipated to be an attractive route for leisure based pedestrian and cycle activity.</td>
<td>The Area Master Plan submission that includes the Northern Park is to also include details of the crossing and confirm the programme for its implementation.</td>
</tr>
<tr>
<td>A formal pedestrian and cycle crossing, within the highway boundary, is to be made at-grade across Alkerden Lane to link Craylands Gorge with the development site.</td>
<td></td>
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</tr>
<tr>
<td>This provision is to be made at the time of opening the northern park in this part of the site.</td>
<td></td>
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</tr>
<tr>
<td><strong>Access arrangements</strong></td>
<td>To provide a suitable level of emergency access, in accordance with the current requirements of the Kent Design Guide.</td>
<td>The Area Master Plan for the eastern end of the site should set out the details of how this commitment will be delivered.</td>
</tr>
<tr>
<td>Unless otherwise agreed by the LPA, no development beyond fifty dwellings may be served from a single means of access.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The second access need not be available for general traffic at this time, but might only be provided for construction vehicles and emergency access. However, it must connect to the first access within the site road network. The second access must</td>
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</tbody>
</table>
## Schedule 1: Summary of Transport Schedule of Commitments

<table>
<thead>
<tr>
<th>Details of commitment</th>
<th>Reason for Requirement</th>
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<tbody>
<tr>
<td>be able to properly facilitate emergency access to all occupied dwellings on the site unless otherwise agreed.</td>
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<td></td>
</tr>
<tr>
<td>Unless otherwise agreed by the LPA, no development beyond three hundred dwellings may be served from a single access without a second access for general traffic</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cross-site routes</strong></td>
<td>To ensure that the transport demands of the development are met from an increasing level of access provision as the development progresses, and to ensure that traffic demand at any single access is managed in accordance with the TIA.</td>
<td></td>
</tr>
<tr>
<td>So long as an access is provided at the eastern end of the site, before the occupation of the 2,500(^{th}) dwelling or 275,000m(^2) GFA of development for any land use, a second access to the development must be provided either at the western, northern or southern sides of the site, unless otherwise agreed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A through route between the eastern and western, northern or southern boundaries must be established before occupation of the 4,000(^{th}) dwelling or 440,000 m(^2) GFA of development.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>So long as an access is provided at the western side of the site, before the occupation of the 1,000(^{th}) dwelling or 110,000 m(^2) GFA of development that would otherwise only be accessible from the west, a second access to the development must be provided at the northern side of the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No more than 300 units can be served from an access on Mounts Road/Alkerden lane before an alternative means of access via a different route is available to access this part of the development.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Details of commitment</td>
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</tr>
<tr>
<td><strong>Access to community facilities in market centre (e.g. schools, hub, library,)</strong></td>
<td>To ensure that, as soon as the key facilities at the Market Centre are in place and development is under way in various parts of the site, there is a direct connection between them. To ensure that if development were to stop in the east but continue in the west access will be provided from both sides.</td>
<td></td>
</tr>
<tr>
<td>On the opening of the first community facility within the central village (i.e. primary school, life long learning centre, library) pedestrian, cycle, public transport and vehicular access shall be enabled to these facilities from any component of development that is greater than 300 dwellings.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NWSS site link(s)</strong></td>
<td>To ensure adequate integration and permeability between the two sites.</td>
<td>The Area Master Plan for the eastern end of the site (i.e. any area within 150m of the identified boundary) must identify the location and programme for provision if earlier than community facilities. Layout of both EQ2 and NWGSS will be expected to connect in order to form a single route.</td>
</tr>
<tr>
<td>Provision for local pedestrian, cycle, vehicular and public transport links to be made between the Southern Spine Road and the southern boundary of the site where it adjoins the NWGSS site. The location and configuration of these must be agreed with the LPA. Such link to be provided on the opening of the community facilities within the central village or the occupation of the first building within 150m of the boundary, whichever is the earlier.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Southfleet Road</strong></td>
<td>To ensure adequate provision for access to the development from this boundary bearing in mind that other developments may change the existing configuration of the road before development commences, and hence details cannot be determined at this time.</td>
<td>A s.278 submission would be expected to allow the access to be delivered.</td>
</tr>
<tr>
<td>An Access and Management Plan is to be submitted to and approved by the LPA prior to access for any purpose being taken from Southfleet Road. The Plan is to include: • the junction arrangement • footway and cycleway access to Swanscombe and Ebbsfleet</td>
<td></td>
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</tbody>
</table>
### Schedule 1: Summary of Transport Schedule of Commitments

<table>
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| • construction access details  
  • access to The Observatory and its integration into development  
  • traffic management and alterations to Southfleet Road  
  • interaction with Ebbsfleet development (so far as this is determined at the time)  
  • programme of implementation  
  Different measures may be required/ appropriate for construction traffic, for public transport and for general traffic. | stage.                                                                                |                                                       |
| **Watling Street junction**                                                          | To secure the means of access to the development in a way that is proportionate to the requirements of the development. | Submission of scheme for the Watling Street junction through reserved matters for means of access and s.178 process. |

There shall be no access via Watling Street for general development traffic (except by construction traffic, traffic associated with the existing quarry workings, public transport services and cycles) until an improvement scheme for the access junction has been agreed by the LPA and fully implemented.

Such a scheme to include a cycle/pedestrian signalised route, including crossing, which links the southern boundary of the development site and the subway under the A2 to the east of Bean junction. Such a route to be provided within the highway corridor. If the approved route, by necessity, falls outside of the highway corridor, a contribution shall be made to providing this link.

A system of street lighting is to be provided on the section of Watling Street in the vicinity of the site access junction. A financial contribution may be made to the highway authority in lieu of the actual provision.
## Schedule 1: Summary of Transport Schedule of Commitments

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</table>
| **Access to Hedge Place roundabout**  
There shall be no access for development via Hedge Place roundabout until an improvement scheme is implemented in accordance with approved details. Such improvements may be phased to meet the needs of the users at that time as follows:  
• Construction traffic from the development  
• Public transport vehicles  
• General Development Traffic  
• Walking and cycling routes  
To secure the means of access to the development in a way that is proportionate to the requirements of the development. |  | Submission of Hedge Place roundabout improvement scheme through reserved matters for means of access and s.278 process. |
| **Mounts Road access and road improvement**  
No vehicular connection shall be made from the western or the northern boundary of the site onto Mounts Road until the following works have been carried out:  
• The creation of a junction onto Mounts Road which shall include the improvement of Mounts Road west of the junction to St Clements Way;  
• Improvement of the junction with Mounts Road and St Clements Way;  
• A traffic management scheme for the section of Mounts Road that abuts the site boundary (up to its junction with Alkerden Lane).  
To secure the means of access to the development in a way that is proportionate to the requirements of the development. |  | Submission of scheme to form Mounts Road access junction through reserved matters for means of access and s.278 process. |
### Schedule 1: Summary of Transport Schedule of Commitments

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<tbody>
<tr>
<td><strong>Local public transport services</strong></td>
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</tr>
<tr>
<td>The following services are to be available to residents, employees and visitors to the site and shall be implemented in accordance with service specifications set out in the Public Transport Plan:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. <strong>At 50 dwellings</strong>: A bus service to link the development to Swanscombe High Street, Greenhithe Station interchange, on a route and frequencies to be agreed with the LPA. This service to continue until the service in (4) below is in operation.</td>
<td>To set a framework level of public transport provision that will be the basis for the development of the Framework Public Transport Plan and subsequent Public Transport Plans for sections of the development.</td>
<td>Area Master Plans should be accompanied by an updated Public Transport Plan that will identify public transport requirements for that stage of development and commit to provide them.</td>
</tr>
<tr>
<td>2. <strong>On commencement of CTRL Domestic Services</strong>: No further development to be occupied after the start of domestic services at Ebbsfleet Station until bus services linking the development to Bluewater, Greenhithe and Ebbsfleet Station are in operation and a bus continues to link the development with Swanscombe High Street.</td>
<td>To make provision for the public transport demands of the development to be met.</td>
<td></td>
</tr>
<tr>
<td>3. <strong>Prior to the occupation of more than 2000 dwellings or 225,000m² GFA of development</strong>: A bus service shall be in place which links through the development to Mounts Road/Alkerden Lane and provides connections to: Bluewater and Ebbsfleet and allows interchange to the wider public transport network. Such a route through the development shall also be made available for other bus services operating in the area which meet a specification agreed with the LPA. Bus services linking the development to Swanscombe and Greenhithe station shall also continue to operate.</td>
<td></td>
<td></td>
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<tr>
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<td>Reason for Requirement</td>
<td>Related documents or further submission requirements</td>
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</tr>
<tr>
<td>4. Transport Plans which has a direct link between the development and Bluewater – Ebbsfleet- London Road- Ingress Park – Greenhithe Station Such a service shall also allow for connections to Darenth Hospital and Dartford to the west, and Gravesend to the east. Services shall continue to be provided to Swanscombe and Greenhithe Station. Such a service to continue to be provided to for at least 3 years following completion of the development or as agreed in the review of the Transport Strategy. This part of condition to fall away if Fastrack is delivering service.</td>
<td></td>
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</tr>
<tr>
<td>5. An approved and implemented public transport solution to the “leisure podium” after occupation of 15,000 m$^2$ of development there.</td>
<td></td>
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</tr>
<tr>
<td>6. <strong>At 50 dwellings in the west and until a through service is provided from the east:</strong> a bus service to link the development to local facilities and a suitable public transport hub.</td>
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</tr>
</tbody>
</table>

**Fastrack infrastructure**

The east-west Fastrack corridor across the site must be complete before the occupation of 5000 dwellings or 550,000 m$^2$ GFA of development and thereafter remain available for use by public transport services.

To ensure provision of physical dedicated route for Fastrack.

**Fastrack stop to serve NWGSS**

A Fastrack stop must be located on the dedicated Fastrack corridor within the limits of deviation shown for the highway connection to the NWGSS site. The centre-line of the Fastrack corridor must be no more than 50 metres from the boundary of the NWGSS site at this point.

To ensure adequate Fastrack provision is made for adjacent identified development sites.

Detailed design of street furniture and physical route required prior to construction.
### Schedule 1: Summary of Transport Schedule of Commitments

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<tbody>
<tr>
<td><strong>Real time information</strong></td>
<td>To ensure that information on public transport services is easily available in order to encourage usage.</td>
<td></td>
</tr>
<tr>
<td>A real time information web site for travel information is to be provided for public transport services that serve the development – such website to be provided prior to first occupation and maintained until two years after the completion of the development.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Real-time information displays are to be provided at all Fastrack route stops within the development unless otherwise agreed and maintained until two years after the completion of the development or until the road they are located on is adopted whichever is the sooner.</td>
<td></td>
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</tbody>
</table>
## Schedule 2: Summary of Sport and Recreation provisions in Community & Leisure Facilities Strategy and Landscape & Open Space Strategy

<table>
<thead>
<tr>
<th>Details of provision</th>
<th>Timing</th>
<th>Comments</th>
</tr>
</thead>
</table>
| **1. Community Sports Fields**  
- 1 artificial pitch (rubber crumbed filled artificial grass) to be floodlit  
- 3 grass pitch (senior) equivalents (eg. Football, rugby, cricket square, 1 wicket of which is to be artificial) or area equivalent of 2ha.  
- Ancillary facilities sufficient to serve teams playing on-site (i.e. different sports, sexes and ages), eg. Changing rooms, car parking, ancillary rooms  
Also:  
- Dual use with secondary school pitches: 1 artificial pitch (hockey to be sand filled artificial pitch) to be floodlit; 4 grass senior pitches and 1 artificial cricket wicket to be included within cricket square. | 1 artificial pitch and 1 grass pitch to be provided @ 1800 dwellings plus ancillary facilities (On-site or off-site within walking distance)  
Dual use facilities to come forward at same time as education campus (approx 2500 dwellings)  
2 grass pitches to be provided at 6000 dwellings plus ancillary facilities (On-site or within 2.5km area) | Will be required to meet DfES, KCC and Sport England standards, where applicable. |
| **2. Indoor sports facilities**  
To be provided as dual use facilities with education campus.  
- 4 Court sports hall  
- dance studios  
- health and fitness room for youth and adult  
- ancillary facilities i.e.. Changing rooms, separate facilities to serve community and school  
Floorspace 1900m² | Triggers to be available for use at opening of education campus but no later than 3500 dwellings.  
@ 3500 dwellings | These are the facilities required for community use, if dual use cannot be facilitated there will need to be separate provision to meet these requirements for the community plus the separate school requirements. |
<table>
<thead>
<tr>
<th>Details of provision</th>
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<tbody>
<tr>
<td><strong>3. Tennis/Netball Courts</strong></td>
<td>1st @ 1500 dwgs</td>
<td></td>
</tr>
<tr>
<td>Groups of 3 courts to be provided in 2 locations across development</td>
<td>2nd @ 5000 dwgs</td>
<td></td>
</tr>
<tr>
<td>(To be provided in Local Parks or Major Urban Parks)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 set of courts to be floodlit.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2&lt;sup&gt;nd&lt;/sup&gt; set to have lighting ducts to allow for provision if community requires.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courts shall be marked out for both tennis and netball.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4. Community Multi UseGamesArea provision</strong></td>
<td>1st @ 1500 dwgs</td>
<td></td>
</tr>
<tr>
<td>2 MUGAs</td>
<td>2nd @ 5000 dwgs</td>
<td></td>
</tr>
<tr>
<td>37m x 18.5m (Sport England guidelines)</td>
<td></td>
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<tr>
<td>To be laid out (and nets provided) for either 5-a-side football and/or basketball; or tennis, mini-tennis and netball.</td>
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<tr>
<td>(To be provided in Local Parks, Major Urban Park or Neighbourhood Parks)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>5. Sport and Recreation provision within open spaces</strong></td>
<td>Details to be approved at time of details of formal/informal open space are submitted for approval</td>
<td>To ensure that there is a range of facilities available which meets a variety of sports needs. Specific provision to be decided nearer the time so that they reflect latest trends. No land-take implications, to be provided within open spaces proposed.</td>
</tr>
<tr>
<td>Details of provision</td>
<td>Timing</td>
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</tr>
<tr>
<td>• Angling and boating facilities</td>
<td></td>
<td></td>
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<tr>
<td>• Other similar facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Major Urban Park (Northern Park)</td>
<td>Min 4ha of northern park @ occupation of 3500 dwgs</td>
<td>Northern Park to be provided in totality by the occupation of 5000 dwgs.</td>
</tr>
<tr>
<td>Should incorporate a range of facilities for all age groups eg. play areas, formal sport facilities(e.g. tennis), youth shelters, youth facilities and pavilions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Local Parks</td>
<td>1st @ 1500 dwgs 2nd @ 3000 dwgs 3rd @ 6000 dwgs</td>
<td>Need to be spread throughout site in order to provide easy access for all. Each residential dwelling to be within 500m distance of a Local Park when development completed.</td>
</tr>
<tr>
<td>Can include play areas, MUGAs, hard courts</td>
<td></td>
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<tr>
<td>3 to be provided</td>
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<td></td>
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<tr>
<td>Total area minimum 10 ha across site</td>
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<tr>
<td>Each to be minimum of 2 ha</td>
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<td></td>
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<tr>
<td>8. Village Greens/Neighbourhood Greens</td>
<td></td>
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<tr>
<td>Provide focus for new community, may contain play spaces.</td>
<td>To come forward as development surrounding is occupied. Area Master Plan to indicate triggers for their provision.</td>
<td></td>
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<tr>
<td>To be designed as part of the Area Master Plan</td>
<td></td>
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</tr>
<tr>
<td>9. Neighbourhood Play Space</td>
<td>@1500 dwellings @ 3000 dwellings @ 4500 dwellings @ 6000 dwellings</td>
<td></td>
</tr>
<tr>
<td>(Play equipment for under 8s and 8-14 year olds)</td>
<td></td>
<td></td>
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<tr>
<td>4 to be provided across EQ2, (each to incorporate local park).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Likely to be provided within Local Parks and MUPs</td>
<td></td>
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<tr>
<td>NPS to be 1000m²</td>
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</tbody>
</table>
### Schedule 2: Summary of Sport and Recreation provisions in Community & Leisure Facilities Strategy and Landscape & Open Space Strategy

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<tbody>
<tr>
<td><strong>Local Play Space</strong></td>
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</tbody>
</table>
| (to be provided additional to the NPS provided in the MUP and Local Parks) | @ 500 dwgs  
@1000 dwgs  
@1500 dwgs  
@2000 dwgs  
@2500 dwgs  
@3000 dwgs  
@3500 dwgs  
@4000 dwgs  
@4500 dwgs  
@5000 dwgs  
@5500 dwgs  
@6000 dwgs | Purpose is to provide accessibility for under 8s. Location dependent on nature of village and should be sited to ensure greatest accessibility when combined with those to be provided in Local Parks. |
<p>| Play equipment for under 8s. |        |          |
| 8 Local Play Spaces to be provided, at least 2 within each “village” plus 6 Local Play Spaces in parks. Total 12 LPS across EQ2 |        |          |
| Equipped area to be 400m². Outside of the parks (ie within villages) the area and level of equipment may be reduced from numerical local plan standard in order to allow higher quality design and their better integration into the built development |        |          |
| <strong>Allotments</strong> |        |          |
| Retention of existing allotments and provision of additional 16 plots (should there be demand) | Demand to be monitored annually (by Developer/Allotment Association) for the life time of development or until plots taken up. | The applicant has now confirmed that the existing allotment gardens will be retained. |
| 1.3ha to be provided as part of Masterplan Allotment plots to be equipped and made available according to demand. “Equipped” to mean: central parking area, perimeter fencing, water supply |        |          |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td><strong>Non-KCC Facilities</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>1. Village Community Halls</strong></td>
<td></td>
<td>The previous requirement for a temporary community centre has been removed but the requirement for the permanent provision has been brought forward from 1500 dwellings to 1000 dwellings. This reflects the masterplanning of the site and the programme for delivery of dwellings, such that quality community facilities will now be available fairly early on in the development.</td>
</tr>
</tbody>
</table>
| Total floorspace 835 sqm to be delivered in two separate facilities across the site. | First provision by 1000 dwellings (or 4 years of the first occupation on site)  
Remaining floorspace to be delivered, no later than 6,000 dwellings |                                                                                                                                                                                                         |
| No single stand alone facility shall have less than 250sqm floorspace              |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
| Each spoke (village hall) shall provide for:                                         |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
| • Multi functional space to include main hall (for seating up to 150 people),       |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
| • Flexible smaller activity space                                                  |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
| • Meeting rooms                                                                     |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
| • Reception area                                                                    |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
| • Kitchen                                                                          |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
| • Toilets/changing                                                                  |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
| • Storage                                                                          |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
| **2. Health and Social Care Centre**                                               | Land to be marketed at 350 dwellings and building to be built when GP practice come forward.                                                                                                           |                                                                                                                                                                                                         |
| Provision to serve NHS patients                                                    | If not taken up before, a Health Impact Assessment to be carried out at 1000 dwellings to identify need and if necessary provide for. A health and social care centre to be built by 3500 dwellings if it |                                                                                                                                                                                                         |
| Site to be provided in Eastern Village and a floorspace to be provided in the region of 1500-1600sqm. |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
| To provide for 8GPs, nurse practitioners, community nurses, specialist clinics; dentist, optometrist; |                                                                                                                                                                                                      |                                                                                                                                                                                                         |
### Schedule 3: Summary of Community Facility Buildings provided under Community & Leisure Facilities Strategy

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<tr>
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<tbody>
<tr>
<td>Contribution of £500,000 to KCC to rent space within Health and Social Care building in order to provide clinical social services</td>
<td>hasn’t come forward before then.</td>
<td></td>
</tr>
<tr>
<td>Ambulance</td>
<td>Prior to the occupation of 1800 dwellings</td>
<td></td>
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<tr>
<td>75 sq m for ambulance station</td>
<td></td>
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<tr>
<td>Linked to HSCC, where possible</td>
<td></td>
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<tr>
<td>Church Facility</td>
<td>To be provided prior to 2000 dwellings (to come forward with the market centre)</td>
<td></td>
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<tr>
<td>To be provided in market centre or village centre. Either 1 or 2 sites, up to 0.4ha</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police facility</td>
<td>To be provided when the market centre comes forward</td>
<td></td>
</tr>
<tr>
<td>50 sqm to be provided in market centre</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Job Centre</td>
<td>To be provided when the market centre comes forward</td>
<td></td>
</tr>
<tr>
<td>50 sqm to be provided in market centre</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convenience shop</td>
<td>To be marketed from the completion of 250 dwellings with the unit being built and available for use at 500 dwellings.</td>
<td></td>
</tr>
<tr>
<td>No less than 250sqm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To be provided in the East village local centre</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**KCC Facilities**

<p>| 2.20 | <strong>Life Long Learning Centre</strong> | To provide building from which KCC services can be provided, including a library, youth facilities, adult education, social services, flexible floorspace for different users, café. | To come forward at same time as Education campus but no later than 2500 dwellings |</p>
<table>
<thead>
<tr>
<th>Details of provision</th>
<th>Timing</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal floor area 1475 sqm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To be built in connection with education campus to form an Urban Learning Campus</td>
<td></td>
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<tr>
<td>The Life Long Learning Centre shall provide:</td>
<td></td>
<td></td>
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<tr>
<td>• Adult learning</td>
<td></td>
<td></td>
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<tr>
<td>• ICT suite</td>
<td></td>
<td></td>
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<tr>
<td>• Meeting rooms for support groups</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Youth</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Reception area, access point and café</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Toilets/changing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Storage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The centre should be based on flexible design principles with room dividers so that spaces are capable of being increased/reduced in size and used for wide range of activities/events.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Interim KCC Facilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Before 1000 dwellings interim facilities will be offered to KCC to provide the above services from until such time as the LLLC is open for use</td>
<td>To be made available prior to 1000 dwellings occupied.</td>
<td></td>
</tr>
<tr>
<td><strong>Library</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A library of no less than 460 sqm is included within the floorspace required for the Life Long Learning Centre. This should be capable of being shared with the community and the</td>
<td>To come forward as part of the LLLC</td>
<td>The Life Long Learning Centre concept is dependent on having a substantial library as a key component, where it will</td>
</tr>
<tr>
<td>Details of provision</td>
<td>Timing</td>
<td>Comments</td>
</tr>
<tr>
<td>----------------------</td>
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</tr>
<tr>
<td>school, unless otherwise agreed in writing with LPA and KCC. If LLLC not connected to the school then the library required will be 400sqm floorspace and an additional 120sqm floorspace will need to be accommodated within the Secondary School for the library.</td>
<td></td>
<td>complement adult learning, youth and other community facilities. The library shall be located within the life long learning centre and be available for joint use by the school. The life long learning centre should be conveniently located to provide ready access for school use.</td>
</tr>
</tbody>
</table>
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Suggested EQ2 CONDITIONS for DA/03/01134

TIME LIMITS

1 The development shall not be commenced later than five years from the date of this permission.

   Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

2 Before commencement of any part of the development under this permission details of layout, scale, appearance, access and landscaping (hereafter referred to as the reserved matters) of that part shall be submitted to and approved by the local planning authority and the development to be implemented in accordance with the approved details. Applications for approval of reserved matters for the development hereby permitted must be made to the local planning authority within [25] years from the approval of the first AMP

   Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

3 The details to be submitted in accordance with Condition 2 shall accord substantially with the following drawings:

   Plan 1B: Site location Plan
   Plan 2B: Movement and Infrastructure Corridor
   Plan 3B: Building Heights Plan
   Plan 4B: Green Zones Plan
   Plan 5B: Ecological and Natural Reserve Areas
   Plan 6B: Finished Ground Levels
   Plan 7B: Major Urban Park Plan
   Plan 8B: Linkages plan
   Drawing no:1061-2: Land Use Disposition plan

   Reason: The environmental impacts of the development have been assessed in relation to the parameters of the development shown in the submitted drawings. In order to ensure the development proceeds on the basis of the scheme on which an environmental impact assessment has been undertaken, the permission needs to be substantially tied to the details assessed.
4 Subject to the approval of all applications for detailed matters pursuant to condition 2, the maximum amount of floor space and development hereby permitted shall be:

(a) 6,250 residential dwellings;

(b) 120,000 square metres gross floor space for uses falling within Use Class B1(a)(b) & (c);

(c) 26,000 square metres gross floor space for Class A uses, of which floor space in use Class A1 shall not exceed 16,900 square metres;

(d) 24,000 square metres of gross floor space for Class D2 uses;

(e) 11,000 square metres for hotel uses;

(f) 50,000 square metres of gross floor space for education, community, social facilities and other support uses; and

(g) no less than 33% (89 hectares) of the site shall be open space.

Reason: the development of the site is the subject of an Environmental Impact Assessment and any alteration to the scale of development might have an impact which has not been identified and assessed by that process.

Informative: Open space is defined within the Landscape and Open Space Strategy submitted as part of this development.

Informative: The number of dwelling units granted planning permission relates to houses and flats only i.e. Use Class C3, it excludes care homes etc or any other residential development in Use Classes C1 and C2.

5 The Area Master Plans and submission of details pursuant to condition 2 shall generally accord with the approved Phasing Strategy.

Reason: To ensure that the development proceeds in a comprehensive and coherent manner.

6 The Site Wide Master Plan submitted for approval pursuant to Condition x and the Area Master Plan submitted for approval pursuant to Condition x shall accord with the objectives of the Eastern Quarry 2 Bio-diversity Action Plan submitted with the proposal hereby approved.

Reason: In order to ensure that the development is built out in accordance with the Bio-diversity Action Plan and the required mitigation assessed by the Environmental Impact Assessment is delivered.

7 The Site Wide Master Plan, Area Master Plans and the details submitted in accordance with condition 2 shall accord substantially with the Site Wide Design and Access Strategy approved as part of this
permission and such details shall be implemented accordingly. The Site Wide Design and Access Strategy may, from time to time, be reviewed and such amended document shall be submitted to and approved by the local authority and shall become the approved Site Wide Design and Access Strategy for the purposes of this permission.

Reason: In order to ensure that the objectives of the Site Wide Design and Access Strategy are addressed through the design of the development in order to ensure a high quality development and the development of a sustainable community.

8 The Site Wide Master Plan, Area Master Plans and the details submitted in accordance with condition 2 shall accord substantially with the Transport Strategy approved as part of this permission and such details shall be implemented accordingly. The Transport Strategy may, from time to time, be reviewed and such amended document shall be submitted to and approved by the local authority and shall become the approved Transport Strategy for the purposes of this permission.

Reason: In order to ensure that the objectives of the Transport Strategy are addressed through the design of the development in order to enable the creation of a public transport orientated development.

1ST STAGE SUBMISSION: SITE WIDE MASTER PLAN

9 A Site Wide Master Plan, which shall be in broad accordance with the LUDP, shall be submitted to the local planning authority for approval prior to submission of the first Area Master Plan. Any replacement Site Wide Master Plan which shall from time to time be produced shall also be submitted and approved by the local planning authority. The Site Wide Master Plan shall identify on a base plan at least 1:5000 in scale the broad location and approximate disposition of the following:

(a) Residential uses
(b) Employment uses
(c) Retail uses
(d) Leisure uses
(e) Hotel uses
(f) Educational uses
(g) Community and social uses
(h) Miscellaneous and/or sui generis uses
(i) Ancillary and support uses
(j) Structural landscaping
(k) Retained landscaping
(l) Major open spaces
(m) Sports facilities
(n) Ecological and nature reserve areas
(o) Major water features
(p) Principal Fastrack stops
(q) Principal public transport and road routes
(r) Principal footpaths and cycle routes
(s) Interfaces with neighbouring sites
(t) Areas of potential archaeological remains

All details submitted under condition 2 shall accord with the Site Wide Master Plan that is the approved document at that time.

Reason: To ensure that a coherent approach is taken to the master planning of the development.

2ND STAGE SUBMISSIONS: INFORMATION REQUIRED TO DETERMINE AREA MASTERPLANS

Informative: Submissions at this stage are intended to provide sufficient context to enable decisions to be subsequently made as to the acceptability of the more detailed submissions required to be made in relation to the AMP and reserved matters. Site wide submissions should be of a broad strategic nature but should provide guidance on the individual issues against which more detailed submissions can be considered. It should be noted that approval will not be given to the AMP until the following strategic documents are considered acceptable.

Waste Management Plan

Prior to submission and approval of the first Area Master Plan pursuant to condition X a Waste Management Action Plan shall be submitted to and approved by the local planning authority and the Plan shall be implemented as approved. The Action Plan should include:

(a) Guidance on how waste should be minimised, both during construction and by providing the appropriate support facilities in the completed development

(b) Standards for recycling points and storage facilities required within buildings
(c) Standards to enable collection of waste and recycling

(d) Details of bulk facilities and local transfer station, where appropriate

(e) Timing and level of provision of recycling and collection provision across the development

(f) Any standards to guide development which will minimise the amount of waste produced.

(g) Monitoring and review of the operation of the operation of the Action Plan

Such Waste Management Action Plan shall be reviewed and revised, where necessary, and submitted for approval prior to each subsequent Area Master Plan serving built development. The Action Plan shall be implemented in accordance with the latest approved version.

Reason: To ensure sustainable waste management in accordance with emerging best practice.

Water Management Plan

11 Prior to the submission and approval by the local planning authority of the first Area Master Plan, a Water Management Plan shall be submitted and approved. The Water Management Plan shall be implemented as approved and shall address the following issues and any others that might arise:

(a) Ground water monitoring

(b) Details of surface water drainage and ground water control

(c) Details of foul water drainage including (where necessary) pumping stations

(d) Control of water levels

(e) Method of discharge of water to Swanscombe Peninsula, monitoring of impact and necessary continuation if unacceptable water levels arise

(f) Monitoring of discharge into Ebbsfleet Valley and attenuation where necessary

(g) Passive drainage systems

(h) Sustainable Urban Drainage Systems and management of the system

(i) Methodology for the control of salt accumulation
(j) Details of responsibilities for management and maintenance for lifetime of the development where water management is in the public realm

Programme for monitoring and review of water management The management plan shall include construction and post development period. Such Water Management Plan shall be reviewed and revised, where necessary, and submitted for approval prior to each subsequent Area Master Plan serving built development. The Action Plan shall be implemented in accordance with the latest approved version.

Reason: To ensure a sustainable, comprehensive and acceptable approach to the management of water resources and water levels during construction and operation of the development and to ensure appropriate water conservation measures are taken to meet Government targets and to implement mitigation measures identified in the Environmental Impact Assessment.

Archaeology(Historic Environment) framework

12 Prior to the submission and approval by the local planning authority of the first Area Master Plan, a Historic Environment Framework for the whole site shall be submitted and approved by Dartford Borough Council. The Historic Environment Framework shall be implemented as approved and shall address the following issues and any other relevant issues that might arise:

(a) The site will be divided into a series of historic environment areas and characterised according to a methodology to be agreed with the Dartford Borough Council. This can include the identification of areas which require no further investigation.

(b) For each historic environment area the mitigation requirements, including evaluation, preservation in situ, further archaeological investigation and management, will be set out. Recognition to be given that if a historic environment area falls within more than one development area it will be investigated as part of the works for the first development area.

(c) Proposals for interpretation of the history and archaeology of the site (including cement industry remains in Craylands Gorge) and adjacent area to be agreed with Dartford Borough Council and implemented by the developer.

(d) Assessment of the impact of and mitigation for any proposed changes in water level, as caused by changes in water management at Eastern Quarry, on archaeological and palaeoenvironmental remains in Ebbsfleet Valley.

(e) Appropriate archiving of any finds and the records of archaeological investigations at the site to be stored in a suitable
repository to be agreed with Dartford Borough Council and undertaken by the developer with all costs covered in full.

Reason: To ensure appropriate assessment and mitigation of the development proposals on the historic environment in accordance with the Environmental Impact Assessment.

13. Prior to the submission and approval of an Area Master Plan for the relevant area the applicant, should secure the implementation of:

a) archaeological field evaluation works in accordance with a specification and written timetable which has been submitted to and approved by Dartford Borough Council; and

b) following on from the evaluation: any safeguarding measures to ensure preservation in situ of important archaeological remains should be identified; and/or a specification and timetable for any further archaeological investigation and recording works; should be submitted to and approved by Dartford Borough Council. Such works shall be implemented in accordance with the full details.

Reason: To ensure full evaluation of the archaeological implications of any development proposals and the subsequent mitigation of adverse impacts through preservation in situ or by record.

Bio-Diversity Action Plan

14 A Bio-diversity Action Plan (BAP) implementation programme shall be submitted to and approved by the Local Planning Authority before the submission and approval of the first Area Master Plan. Such implementation programme shall accord with the mitigation and enhancement proposals and the management principles set out within the EQ2BAP submitted and approved as part of this permission. The implementation programme shall consider the whole development site but should provide more detail for the relevant Area Master Plan under consideration. The implementation programme shall be reviewed and where necessary revised and submitted for approval prior to each subsequent Area Master Plan. The implementation plan shall be carried out in accordance with the latest approved version and the timescales set out there. Such an implementation plan should include the following:

(a) detailed mitigation and enhancement proposals and a programme for their implementation to include existing habitats and species, introduction of new habitats and scheme wide initiatives.
(b) The timescales for implementation should take account of detailed design and construction timescale and where relevant identify the constraints to these timescales resulting from biodiversity issues.

(c) Identify the need for detailed management plans to address those issues where the need for further detailed work is identified within the EQ2 BAP or under the programme of implementation. It should also identify the detailed management plans that have been implemented as part of the advance land forming works and how these might be taken forward.

(d) A scheme for monitoring any mitigation and enhancement proposals identified in part (a) of this condition and also the management plans identified in part (c). Monitoring reports, incorporating recommendations for adjusting the programme of implementation and detailed management plans, shall be submitted to the local planning authority at three yearly intervals once implementation of the EQ2 BAP has commenced (unless otherwise stated in the management plans). The programme of implementation and management plans shall be adjusted in line with the approved recommendations in accordance with a timescale to be agreed in writing with the local planning authority. Monitoring shall cease 5 years after completion of the development.

Reason: to ensure that the Bio-diversity Action Plan is implemented as approved and is reviewed and monitored to ensure its effective operation;

Informative: the developer is requested to provide the Kent and Medway Biological Records Centre with all data obtained as a result of surveys and monitoring.

Utilities Framework

15. Prior to submission and approval of the first Area Master Plan pursuant to condition X, a Framework shall be submitted to and approved by the local planning authority. The Framework shall include details of how utilities are to be provided to supply the development, including the timing of provisions and implications for construction processes. The Framework shall also include provisions for the monitoring and review to enable updating of the Framework alongside changes in best practice.

Reason: to ensure that utilities are provided in a sustainable and timely manner during construction.

Signage Design Guide
15 Prior to submission of the first Area Master Plan, a site wide Signage Design Code shall be submitted to the local planning approval for its approval, such Code to be in accordance with the principles set out in the Public Realm Strategy, Landscape & Open Space Strategy, the Site Wide Design & Access Strategy and the Transport Strategy (as appropriate). Any replacement code which may from time to time be prepared shall also be submitted for approval by the local planning authority. Details submitted under condition 2 and X shall substantially accord and be implemented in accordance with the approved Signage Action Plan.

Reason: In order to ensure a co-ordinated approach to signage across the site and to ensure a high quality appearance to the development and minimisation of clutter.

3RD STAGE SUBMISSIONS: ADVANCE INFRASTRUCTURE AND LANDSCAPING

Informative: The purpose of this submission stage is to allow for the submission and approval (and thereby implementation) of advance infrastructure works before AMP submission/approval. This is intended to cover issues such as structural landscaping which takes time to establish or for strategic road infrastructure which may be required earlier than the built development. Such advance infrastructure submissions will need to be considered against the approved documents and the Site Wide Master Plan. The plans should demonstrate an integrated and co-ordinated approach and that the advanced works will not compromise future development.

16 Infrastructure submissions, to consist of advance infrastructure works and advance structural landscaping may be submitted prior to the approval of the relevant Area Master Plans. Such details shall accord fully with the Site Wide Design and Access Strategy and other strategies approved at the time and shall be submitted to and approved by the local planning authority. Any such submissions shall be supported by plans at an appropriate scale, which show

- The proposed works in its context, both existing and as proposed.

- Any temporary treatment including hard and soft landscaping, boundary treatment etc works associated with the works.

The works shall be implemented in full accordance with the details approved.

Reason: To ensure that the development proceeds in a comprehensive and coherent manner.

4TH STAGE SUBMISSION: AREA MASTER PLAN AND AREA DESIGN CODES

Informative 1: All areas to be built upon, used for recreation or landscaping are to be covered by an Area Master Plan (AMP) in some form. These need to cover areas which may be considered self-contained. Eg. A village forming an AMP should
contain the open space needed to serve that community, or it could be an AMP that covers a landscape character area eg. Lake, northern park, Craylands Gorge etc

Informative 2: An AMP submission and/or an Area Design Code submission can be made to the Local Planning Authority at the same time or subsequent to the Site Wide Master Plan but not before. However, if subsequently the SWMP is considered unacceptable the AMP and/or ADC may require amendment.

Informative 3: The AMP is intended to set the broad masterplan framework against which detailed submissions under condition 2 can be assessed.

Area Master Plans

17 Before any application is submitted for approval of details pursuant to Condition 2 for the relevant area, and following submission to the Local Planning Authority of the Site Wide Master Plan (pursuant to Condition x), an Area Master Plan shall be submitted to and approved by the local planning authority for the area to which the application for detailed approval relates. From time to time a revised Area Master Plan may be submitted for approval by the local planning authority. The AMP shall generally accord with the Site Wide Master Plan approved under condition X and other strategies approved as part of the planning permission.

The Area Master Plan shall be based on a 1:1000 scale plan(s) and be supported by a written statement.

It will include the following issues for that area, although these are not exclusively, as the detail included in the AMP should also reflect the requirements of the approved Strategies and Action Plans:

*Land Uses*

(a) Land uses and maximum floor space areas (including floorspace to be provided for comparison and convenience retail uses)

(b) Identification of affordable housing sub areas

(c) Land set aside for non-commercial uses (such as education and community uses, miscellaneous uses, open space etc)

*Phasing*

General phasing for that area to include confirmation of where development is likely to start, when Fastrack stops are to be provided; when local centre to be provided; when links to adjacent communities (on and off site); when community facilities and public services are to be provided; and public art provision.

*Land forming*

(d) Land formation plan to show details of final ground levels and interfaces with existing ground levels. A comparison with existing
levels on site should also be included, as well as cross sections of ground level in order to clarify proposals.

Archaeology/Historic Environment

(e) Identification of Historic environment area as identified in the Historic Environment Framework

(f) Identification of areas of archaeological remains to be preserved in situ.

Form of development and design

(g) Extent of development and its density

(h) Building height ranges

(i) General location of landmark buildings and features

(j) Cross sections and perspectives of key streets, buildings and open spaces including adjacent areas (as built or as completed) where necessary in order to facilitate integration.

(k) Boundary details to the Area – existing and proposed treatments

(l) Identification of broad design character areas in order to guide the more detailed Area Design Codes.

Access and car parking

(m) Access routes (vehicular, public transport, pedestrian and cycle) and connections to surroundings areas and when these will become available for use.

(n) Indication of the location of permissive ways which form connections with the boundary of the site, existing public rights of way and key landscape features and are to be located predominantly within open space as required by the Landscape and Open Space Strategy. Indication of the implementation programme for such permissive ways.

(o) Car parking standards, typologies and distribution and car parking management measures

Integration

(p) Indicate the location of footpath and cycleway connections to the surrounding area and identify any off-site works which will be required and any signage which may be necessary. An indication of when these connections should be available for use.

Open Space
(q) the indicative locations of all areas of Open Land and Public Art to be included within or adjoining the Village which is the subject of the Area Master Plan, such general locations to take account of the principles of location and design set out in the Landscape & Open Space Strategy, Public Art Strategy, Public Realm Strategy (as appropriate).

(r) An indication of those areas of Open Land to which the public will at the appropriate time be permitted access and those to which the public will not be permitted access and the nature of that access.

(s) Location of public open spaces and play areas and phased provision as development progresses.

(t) Linkages between areas of open space.

Public Art

(u) The broad locations and timeframes for commissioning public art in accordance with the Public Art Strategy.

Employment

(v) Ensure a provision of a variety of accommodation (including workspace such as small, affordable B1 (c) use provision and small office units to accommodate 1-4 people).

(w) Workspace near homes and flexibility to create work-live units.

(x) Potential for creation of “enterprise or innovation hubs” in villages eg media hub.

(y) Specific proposals on how the Local Employment Initiative will be applied.

Existing structures

(z) Identification of overhead power lines (where present).

(aa) Identification of existing buildings where they exist and a consideration of the potential for re-use.

Interim landscaping

(bb) Interim landscaping plan to be implemented in the event that less than 100 dwellings are completed for occupation on the site over a period of 5 years, such plan to include ground levels and landscaping.

The details submitted under condition 2 shall generally accord with the Area Master Plan as approved relating to the relevant Area.
Reason: To ensure that areas of the development are adequately master planned and to ensure that areas within the development interconnect and interrelate properly.

**Area Design Code**

*Informative: Such a design code may cover a smaller area than an Area Master Plan in order to allow for more detailed design guidance to deal with specific nature of a sub-area. It is expected that the Area Master Plan will provide guidance on the design character of the sub-areas which the Area Design Code (ADC) will provide more detail on.*

18 Before any application is submitted for approval of details pursuant to Condition 2 for the relevant area and following submission to the Local Planning Authority of the Site Wide Master Plan (pursuant to Condition X), an Area Design Code for the relevant area (to be defined by the Code) shall be submitted to and be approved by the Local Planning Authority. Any replacement code which may from time to time be prepared shall also be submitted for approval by the Local Planning Authority. The ADC shall generally accord with the Site Wide Master Plan approved under condition X and other strategies approved as part of the planning permission.

Such design code to show:

(a) The area to be covered by the code
(b) Architectural style and treatment
(c) Treatment of public highways
(d) Building materials pallet
(e) Surface materials pallet
(f) Street furniture and design and lighting design
(g) Soft landscape
(h) Frontage types
(i) Heights
(j) Building forms
(k) High density living standards which will establish a benchmark for detailed submissions to be assessed against, eg. storage provision for individuals dwellings, provision of *private* outdoor space.

The details submitted under condition 2 shall generally accord with the Area Design Code as approved and relating to the relevant Area.
Reason: To ensure adequate standards of accommodation provision, a high standard of design and to ensure that the development is built out in a comprehensive and acceptable manner.

**Western village**

*Informative:* The Environmental Statement indicates that the annual mean NO$_2$ concentration is predicted to exceed NAQO values in the south west area of the site but that this should improve as the transport improvements and interventions on the junction are brought forward. This condition therefore seeks to ensure that the matter is addressed at the appropriate time of the development through monitoring and appropriate masterplanning.

Any Area Master Plan which covers the Western village shall address within it the issue of air quality. Air quality monitoring shall be carried out within the area covered by the western village Area Master Plan up to 1 year before the submission of the Master Plan and the results of this monitoring shall be submitted with the Area Master Plan submission. Any mitigation required, in terms of land use and layout shall be addressed through the Area Master Plan to be submitted.

Reason: To ensure that should air quality levels be higher than national standards there will be no detriment to future residents.

**Temporary Area Master Plans**

*Informative:* Due to the long timescale for the build out of the development, it is recognised that some areas will go through periods of change and may have temporary uses for a number of years, before the final built development comes forward. This submission is intended to allow for the submission of temporary master plans for these areas to ensure such areas have a co-ordinated approach and enable the remainder of the development come forward in an integrated manner and without prejudice.

Temporary Area Master Plans may be submitted prior to the approval of the relevant Area Master Plans. Such details shall accord fully with the Site Wide Master Plan and strategies approved at the time and shall be submitted to and approved by the local planning authority. Any such submissions shall be supported by the following information:

- Scale, purpose and objective of temporary proposal;
- A demonstration that the proposal does not prejudice permanent development;
- Any temporary treatment including hard and soft landscaping, boundary treatment etc works associated with the works.
- Indicative timescales for the implementation and retention of the temporary Area Master Plan
- details of those elements which are likely to be permanent eg. road infrastructure
• identification of areas of important archaeological remains
• Where relevant those details required by condition X above (AMP)

The works shall be implemented in full accordance with the details approved. Such temporary Area Master Plans to be superseded by a permanent Area Master Plan approved under condition X for the relevant area.

Reason: To ensure that the temporary use of the land does not prejudice the implementation of the Site Wide Master Plan and provides a high quality appearance in the interim for the development.

Informative: Areas of important archaeological remains can be affected by any change to the ground surface in some locations and by planting of shrubs and trees. The impact on below ground archaeological remains therefore need to be considered, even for temporary landscape proposals.

**Sustainable Construction Code**

Before any application is submitted for approval of details pursuant to Condition 2 for the relevant area and following submission to the Local Planning Authority of the Site Wide Master Plan (pursuant to Condition 8), a Sustainable Construction Code for the relevant area shall be submitted to and be approved by the Local Planning Authority. Any replacement code which may from time to time by prepared shall also be submitted for approval by the Local Planning Authority.

The Sustainable Construction Code shall accord with the Sustainable Development Strategy and shall:

23 (a) indicate the area to be covered by the code;
(b) review the national policy and technical solutions prevailing at the time;
(c) indicate how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;
(d) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time;
(e) how energy shall be supplied to the building(s);
(e) set standards for the proposed building(s) with regard to BREEAM ratings and the Code for Sustainable Homes (or an equivalent assessment method and rating);
(f) indicate how sustainable construction methods will be utilised, including use of local materials, etc

The details submitted under condition 2 shall generally accord with the Sustainable Construction Code as approved and relating to the relevant Area.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment.

**Water Conservation Plan**

24. Before any application is submitted for approval of details pursuant to Condition 2 for the relevant area and following submission to the Local Planning Authority of the Site Wide Master Plan and Water Management Plan, a Water Conservation Plan for the relevant area shall be submitted to and be approved by the Local Planning Authority. Any replacement Water Conservation Plan which may from time to time be prepared shall also be submitted for approval by the Local Planning Authority. The Water Conservation Plan shall be implemented as approved and shall address the following issues and any others that might arise:

- Guidance on water conservation measures and Government targets

- Methodology for reducing household usage (including internal use, appliances and external use)

- Methods for reducing non-household use of water

- Guidance on the need for future proofing of new buildings to ensure that they are able to conserve/re-use water efficiently for the future.

- Water conservation to be achieved with regard to public and private landscaping

- Programme for implementation of all measures and details of responsibilities for implementation, eg landowner, housebuilder, developer.

- Details of responsibilities for management and maintenance for lifetime of the development where such measures are in the public realm

- Programme for monitoring and review of water management and conservation

The Water Conservation Plan shall include construction and post development period.
Reason: To ensure appropriate water conservation measures are taken to meet Government targets and to implement mitigation measures identified in the Environmental Impact Assessment.

5TH STAGE SUBMISSIONS: DETAILED DESIGN

Details to be submitted alongside reserved matters submission

25 Applications for approval of details pursuant to Condition 2 shall include (where applicable) the following details which shall be approved by the local planning authority before development of that phase commences. The development shall be implemented in accordance with the approved details.

(a) To include a plan of the area at a scale of 1:500 and an updated layout plan of the AMP (or part where appropriate) at a scale of 1:1000.

(b) Landscaping (including submission of tree survey), details of play areas and of hard and soft landscaping

(c) Materials (including all external materials, doors, windows, detailing, etc).

(d) Street lighting and street furniture

(e) Boundary treatment

(f) Surface finishes, hard landscaping details

(g) Schedule of open space serving this part of the development (where residential) details to consist of amount, type and location and phasing.

(h) External lighting (not street lighting) (i.e. to buildings, car parks, etc.)

(i) Detailed Public Art specification and management and maintenance schedule (in accordance with Public Art strategy) for each area of Public Art identified in the Area Master Plan for that part of the development.

(j) Details of cycle parking

(k) Details of television signal receivers and how to be accommodated (to be facilitated on shared basis where cannot be achieved through normal means).

(l) Details of signage and interpretation, such details to be broadly in accordance with the principles set out in the Public Realm
Reason: To ensure the appearance of the development is satisfactory and contributes to the character and appearance of the development.

26 In those areas identified as having potential for archaeological remains in the Historic Environment Framework submitted under condition (X), applications for approval of details shall be accompanied by detailed designs of foundations and any other proposals (including shrub and tree planting) which involve ground disturbance have been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that due regard is had to the preservation in situ of important archaeological remains.

Informative: Areas of important archaeological remains can be affected by any change to the ground surface in some locations and by planting of shrubs and trees. The impact on below ground archaeological remains therefore needs to be considered and mitigated against through detailed design.

27 For any areas where archaeological remains are to be preserved in situ, as identified following the field evaluation work approved under condition (X), applications for approval of details shall be accompanied by management plans, to be approved by Dartford Borough Council which should set out how these remains should be preserved and managed in the future. The management plans should be implemented in accordance with the approved details.

Reason: To ensure that due regard is had to the preservation in situ of important archaeological remains.

28 Applications for approval of details, for a part of the development where this includes or abut a principal highway or commercial use, pursuant to Condition 2, shall be accompanied by a detailed noise assessment and mitigation report for approval by the Local Planning Authority. The mitigation measures shall be implemented in accordance with the approved details.

Reason: To ensure the effective mitigation of noise impacts as identified and assessed in the environmental statement.

29 Details of any telecommunication masts proposed shall, as far as possible, be submitted with and approved as part of the details relating to the area they are located within submitted pursuant to condition 2. Any such telecommunication mast shall be implemented fully in accordance with the approved details.
Reason: In order to ensure that the visual impact of the telecommunication masts are taken into account of in the layout of the development.

30 Broadband access, smart access or its equivalent shall be available in all dwellings on first occupation and shall be implemented in accordance with details to be approved by the Local Planning Authority.

Reason: In the interests of creating a sustainable community.

31 At any one time 25% of all dwellings on the site shall meet the Lifetime Homes requirements. The specification for Lifetime Home to be agreed with the Local Planning Authority and implemented in accordance with the approved details.

Reason: In the interests of creating a long-term sustainable community.

32 An application for the approval of details relating to any area of Open Land shall include details of whether that Open Land shall be accessible by the public and the management principles for such area, broadly in accordance with the principles of the Public Realm Strategy, Landscape & Open Space Strategy and the Community and Leisure Facilities Strategy (as appropriate). The management of the facilities shall be implemented in accordance with the approved details.

Reason: In order to ensure that open land is open for public use as appropriate and is managed in a manner to ensure the land is fit for purpose.

33 Any application for approval of details relating to community facility buildings and formal recreation areas shall include details of the management and maintenance of such facilities, which shall be broadly in accordance with the principles set out in the Public Realm Strategy, Landscape & Open Space Strategy and the Community and Leisure Facilities Strategy (as appropriate). The management of the facilities shall be implemented in accordance with the approved details.

Reason: In order to ensure that community are open and available for public use as appropriate and are managed in a manner to ensure they remain fit for purpose.

34 No application for approval of details pursuant to Condition [2] showing a single unit for commercial leisure uses (including, but not limited to, uses falling within Use Class D2) of floor area of more than 3000 (three thousand) square metres shall be submitted to and approved by the local planning authority unless a Leisure Impact Assessment (to include the impact of town centres and the impact of traffic arising from the use) has first been submitted to and approved by the Borough Council.
Reason: While the principle of leisure development is accepted the nature and breakdown of the component uses may need to be controlled to ensure that the development hereby permitted does not have an unacceptable impact on neighbouring town centres and their leisure facilities and to ensure that any such leisure facility within the development is adequately served by public transport and will not result in unacceptable impacts on the local highway network.

Informative: It should be noted that the section 106 agreement attached to this permission also includes the requirement for a specific travel plan to be submitted for each non-residential building in excess of 1000 square metres.

INFORMATION REQUIRED PRIOR TO WORK STARTING ON SITE

Contaminated land

No development approved by this permission (except that area covered by the separate approved land forming permission DA/04/01170) shall be commenced prior to a contaminated land assessment (in accordance with the CLEA guidelines and methodology) and associated remedial strategy, together with a timetable of works, being submitted to the Local Planning Authority for approval.

1) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the Local Planning Authority prior to investigations commencing on site (ref 1).

2) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology (ref 2).

3) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the Local Planning Authority. Prior to any remediation commencing on site, approval shall be obtained from the Local Planning Authority of any such remedial works required. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters.

4) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance (ref 3). If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.

5) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved
by the Local Planning Authority. The closure report shall include details of the proposed remediation works and the quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. This shall include photographic evidence. Details of any post remediation sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.

Ref 1: Contaminated Land Research Report no. 2, 3 & 4 (DoE)
Ref 2: Contaminated Land Research Report no. 1 (DoE)
Ref 3: CIRIA Vols 1-12 Contaminated Land Series and CIRIA “Building on Derelict Land”

[Reason: To ensure that any contaminated land issues are properly addressed]

Informative: The separate land forming permission DA/04/01170 has dealt with contaminated and the actual land forming has been largely completed for East Village. This area has therefore been excluded from this permission.

None of the development hereby permitted shall be carried out prior to submission to the local planning authority for approval of an Environmental Management Plan to secure environmental mitigation measures identified and assessed in the Environmental Impact Assessment.

Reason: To ensure the proper environmental management of the development, both during construction and operation, in accordance with the Environmental Impact Assessment.

Informative: the Environmental Management Plan referred to in condition (X) above could refer to, by listing, other approved documents where these secure the environmental mitigation measures identified and assessed in the Environmental Impact Assessment.

**Code of Construction Practice**

None of the development hereby permitted shall be commenced prior to submission to the local planning authority and approval of a Code of Construction Practice to include details of:

(a) Hours of construction working
(b) Health and safety
(c) Dust and air quality mitigation
(d) Noise and vibration mitigation
(e) Water management
(f) Pollution control
(g) Waste minimisation and management

(h) Ecology and environmental protection (inc tree protection)

(i) Archaeological protection

(j) Emergency planning

(k) Community liaison

(l) Site logistics and operations

(m) Construction vehicle routing

(n) Contact details for site managers and details of management lines of reporting to be updated as different phases come forward.

(o) Detailed plan showing different phasing, different developers and constructors to be updated on a 6 monthly basis.

(p) Details for the creation and meeting of a Construction Practice Liaison Group (officer based)

(q) Details for the monitoring and review of the construction process (to include a review process of the Code of Construction Practice during development)

All work to be carried out in full accordance with the approved Code of Construction Practice unless agreed in writing with the Local Planning Authority.

Reason: To ensure mitigation measures identified and assessed in the Environmental Impact Assessment are implemented during the construction of the development hereby permitted to minimise any adverse impacts of the construction process, to ensure efficient use of resources and a full understanding of the construction team by the local planning authority.

**Retained Landscaping**

38 None of the development hereby permitted shall be commenced until such time as a Management and Maintenance Plan for the retained landscaping has been submitted to and approved by the local planning authority. Such details shall accord with the Landscape and open Space Strategy approved as part of this permission and shall be reviewed every second year during the life of the development and where necessary the revised document shall be submitted for approval. The management of such retained landscape shall be carried out in accordance with the approved details at that time.
Reason: To ensure that the retained landscaped is managed in a manner which ensures its retention within the site and to ensure that is managed fit for purpose.

**LAND FORMING**

39 Prior to any landforming works permitted under this consent, a scheme of working and code of conduct for such works shall be submitted to and approved by the local planning authority. The Scheme of Working and Code of Conduct shall be implemented as approved. The scheme shall include:

(a) details of the depth, direction, method and phasing of infilling

(b) methods for the disposal of water from the Site, the natural and artificial drainage of the site during the earth moving operations and following restoration

(c) location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking

(d) storage of any skips, oil and chemical storage etc

(e) hours of working

(f) proposals for suppression of dust

(g) noise mitigation measures

(h) health and safety procedures

(i) air quality mitigation and monitoring

(j) community liaison

(k) speed limits on site

(l) sheeting of vehicles transporting materials on or off site

(m) access and egress points to the site

(n) monitoring and review provisions with the local planning authority

(o) permanent restoration plan to be implemented in the event that development should cease.

Reason: to ensure that the land forming and earthmoving works permitted under this consent have environmental impacts no worse than those assessed in the Environmental Impact Assessment and to ensure that mitigation measures identified and assessed in the Environmental Impact Assessment are implemented.
Only dry, clean, non-putracible waste materials (comprising topsoil, subsoil, brickwork, concrete, stone, clay, plaster, sand and silica or mixtures of the above materials) shall be deposited on the site. No sludges or slurries may be used.

Reason: To ensure that contaminated materials are not used and to ensure the deposited materials are robust.

CONTROLS OVER CONSTRUCTION

No trees shall be felled, lopped topped or pruned or any hedges removed before or during building operations except with the prior agreement in writing of the local planning authority. Any trees removed of which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed by the Local Planning Authority.

Reason: To ensure that as many existing trees and hedges are retained as possible in the interests of visual amenity.

(a) No demolition, site clearance or building operations shall commence until chestnut paling fencing of a height of not less than 1.2m (4ft) has been erected around each tree or tree group to be retained on the site in accordance with details to be submitted to and approved by the Local Planning Authority before any work on the development hereby permitted is first commenced. Such fencing to be erected around the canopy spread of the tree. Such fencing shall be maintained during the course of the development and no storage of plant, materials or erection of buildings shall take place within the fenced area.

(b) No storage of materials shall take place beneath the canopy of the tree and no trenches shall be dug in this area unless otherwise approved by the Local Planning Authority.

Reason: In the interests of the health and vitality of the trees to be retained on site.

No construction or recontouring work shall take place on the site outside of the hours of 08.00 to 18.00 (Mondays to Fridays inclusive) and 08.30 to 13.00 on Saturdays, and not at all on Sundays and Bank Holidays unless otherwise agreed in writing with the local planning authority.

Reason: To protect the amenities of the residents of nearby dwellings.

During construction, no materials shall be burnt on site unless otherwise agreed in writing with the local planning authority.

Reason: To protect the amenities of nearby dwellings

REQUIREMENTS AT STAGES OF DEVELOPMENT
Water Management Issues

45 Prior to its construction details of the discharge pipe along Craylands Gorge to Swanscombe Peninsula shall be submitted to and approved by the local planning authority. Such details to include levels, construction methods, ecological mitigation before, during and after construction, landscaping, filters etc, management, footpath and cycleway reprofiling. The details shall be implemented as approved.

Reason: to mitigate the potential adverse impacts of the discharge pipe.

Informative: the Environment Agency has given a discharge consent to Blue Circle Industries for a discharge of 22,000 cubic metres per day onto Swanscombe Marsh. This level should not be exceeded in any 24 hour period. If the Environment Agency has reason, in the future, to modify the existing consent, flow monitoring of the discharge pipe may be required.

Informative: the developer is advised to contact the Environment Agency's Thames Area Regulatory Officer for information and advice on leachates in the area.

Health Conditions

46 Unless otherwise agreed in writing by the local planning authority:

a. A site for a health centre capable of supporting a minimum of 8 GP’s and ancillary provision and 170 square metres of space for social care provision will be master planned into the eastern village. No more than 350 dwellings shall be occupied within the development hereby permitted until the site has been placed on the open market (see informative) and the local planning authority has been notified of the same.

b. No more than 400 dwellings shall be occupied until the site for the health centre (see (a) above) is serviced and ready for development.

c. If by the occupation of the 1,000th unit a GP practice of any size has not been secured in accordance with (a) above, then the developer will secure the provision of an independent Health Impact Assessment (HIA) to advise if the needs of the emerging EQ2 population are being adequately met within 1km of the EQ2 site boundary. The terms of instruction and form of output required of the HIA will be agreed in writing between the developer and DBC, having regard to the purpose of the HIA, as set out above.

d. In the event that the HIA demonstrates to DBCs satisfaction, acting reasonably, that health needs are being met then the
health centre site will continue to be safeguarded and marketed in accordance with (a) and (b) above.

**e.** In the event that the HIA (carried out in accordance with (c) above) demonstrates the health needs of the EQ2 population are not being met within 1km of the EQ2 site boundary, then the developer will construct a 4 GP health centre on site in accordance with the East Village Master Plan and details approved pursuant to Condition 2, within 24 months of the HIA report being accepted by DBC and will not permit the occupation of any further dwellings after the end of such 24 month period unless the health centre is practically completed to the reasonable satisfaction of the local planning authority.

**f.** If a health centre capable of supporting a minimum of 8 GP’s has not been provided then the process set out in (c)-(e) above will be repeated at the occupation of the 3,500th and 6,000th dwelling.

**g.** Notwithstanding paragraphs (c) to (f) above, no more than 3,500 dwellings shall be occupied until a health centre capable of supporting a minimum of 4 GP’s has been provided within the development.

**h.** Following the HIA carried out at 6,000 dwellings pursuant to paragraph (f), if that HIA demonstrates that no further expansion of the health care facility is required to meet the needs of the EQ2 population then at the completion of the 6,250th dwelling any part of the site safeguarded pursuant to paragraph (a) that has not been developed for the health centre shall no longer be required to be safeguarded for health centre uses.

Reason: To ensure the provision of adequate health facilities on site to serve the new community.

**Informative:** In relation to (a) the site is to be marketed at open market value, which is to be determined by reference to a base rental for the GP provision agreed with the District Valuer.

**Craylands Gorge**

Prior to the occupation of 2500 dwellings hereby permitted a Management and Maintenance Plan for Craylands Gorge shall be submitted to and approved by the local planning authority. Such details shall accord with the Landscape and open Space Strategy approved as part of this permission and shall include an implementation programme. The management and maintenance plan for Craylands Gorge shall be implemented and maintained in accordance with the approved details.

Reason: To ensure that Craylands Gorge is managed and maintained in a manner which ensures that is available for use by the public and balances the nature conservation and geological interests of the area.
RETAIL CONDITIONS

48 No single Superstore constructed or operated in accordance with this permission shall be larger than 4,250 square metres (gross internal area) unless otherwise agreed in writing by the local planning authority. The unit size shall include any basement, mezzanine or upper levels used as a retail floor space.

Reason: to ensure that there is no detrimental impact on retail centres outside the development.

49 The total level of convenience floor space constructed or operated in accordance with this permission shall not exceed 5,450 square metres (gross internal area). Such floor area shall include any basement, mezzanine or upper levels used as a retail floor space.

Reason: to ensure that there is no detrimental impact on retail centres outside of the development.

Local Centre Convenience Retail Floorspace

50. Each Area Master Plan relating to a village centre excluding the market submitted to the Borough Council for approval pursuant to condition [X] and, where appropriate, applications for approval of details pursuant to condition [X] shall provide for a minimum provision of 200 (two hundred) square metres gross internal area convenience retail floorspace and shall designate an area for such use within each village to which the Area Master Plan relates in accordance with the approved Community and Leisure Facilities Strategy unless otherwise agreed in writing by the LPA. Floorspace figures include any basement, mezzanine or upper levels used as retail floorspace. Unless otherwise agreed in writing by the LPA the floorspace designated as convenience retail floorspace shall be used only for the sale of convenience goods for a period of 10 (ten) years from the date of Completion of each of the relevant unit(s).

Reason: To ensure an adequate provision of convenience retail floorspace within residential areas of the development to avoid the need for residents to travel outside their residential area for convenience goods in order to reduce vehicle trips outside the development.

Local Centre Comparison Goods Retail Floorspace

51. The size of any single unit of comparison goods retail floorspace within a village centre but excluding the market centre shall not exceed 200 (two hundred) square metres gross internal area unless otherwise agreed in writing by the LPA. Floorspace figures include any basement, mezzanine or upper levels used as retail floorspace.
Reason: To ensure that individual units do not attract a significant number of travelling visitors into residential areas of the development and to ensure that there is no detrimental impact on the market centre nor on retail centres outside the development. To ensure an appropriate hierarchy of retail development both inside and outside the development.

52. Each Area Master Plan relating to a village centre but excluding the market centre submitted to the local planning authority for approval pursuant to condition [X] and, where appropriate, applications for approval of details pursuant to condition [X] shall provide for a minimum provision of 300 (three hundred) square metres gross internal area of comparison goods retail floorspace to be provided and shall designate an area for such use in each [Residential Area] to which the Area Master Plan relates in accordance with the approved Community and Leisure Facilities Strategy unless otherwise agreed in writing by the LPA. Unless otherwise agreed in writing by the LPA the floorspace designated as comparison goods retail floorspace shall be used only for the sale of comparison goods for a period of 10 (ten) years from the date of Completion of each of the relevant unit(s).

Reason: To ensure an adequate provision of comparison goods retail floorspace within residential areas of the development to avoid the need for residents to travel unnecessarily, thus reducing vehicle trips and traffic generation outside the site.

**Market Centre Comparison Goods Retail Floorspace**

53. No more than 3,000 (three thousand) square metres gross internal area of Class A1 comparison goods floorspace shall be occupied within the market centre of the Development until provision for sale or rent of 2,375 (two thousand three hundred and seventy five) square metres gross internal area of Class A2/A3/A4/A5 floorspace has been made within the market centre unless otherwise agreed in writing by the LPA. Floorspace figures include any basement, mezzanine or upper levels used as retail floorspace.

Reason: To ensure a mix of uses within the market centre

54. No more than 6,000 (six thousand) square metres gross internal area of Class A1 comparison goods retail floorspace shall be occupied within the market centre of the Development until provision for sale or rent of 4,750 (four thousand seven hundred and fifty) square metres gross internal area of Class A2/A3, A4, A5 floorspace has been made within the market centre unless otherwise agreed in writing by the local planning authority. Floorspace figures include any basement, mezzanine or upper levels used as retail floorspace.

Reason: To ensure a mix of uses within the market centre

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1 Agreed at meeting on 19 April 2006. And agreed by BWP email 16-01-04
55. No more than 6,000 (six thousand) square metres gross internal area of comparison goods retail floorspace in the Market Centre shall be open for trading until 3,000 (three thousand) dwellings have been occupied within the development unless agreed otherwise in writing by the LPA. Floorspace figures include any basement, mezzanine or upper levels used as retail floorspace.

Reason: To ensure a mix of uses within the market centre

56. Except for three comparison goods retail units within the market centre of the development each of which may be no more than 1550 (one thousand five hundred and fifty) square metres gross internal area, no comparison goods retail unit shall exceed a gross floor area of 1000 (one thousand) square metres gross internal area unless otherwise agreed in writing by the LPA. Floorspace figures include any basement, mezzanine or upper levels used as retail floorspace.

Reason: To ensure that there is no detrimental impact on retail centres outside of the development. To ensure a mixed use market centre of a pedestrian scale and quality urban design.

Informative: the retail impact assessment sets out the proportions of floor space given over for different retail users (i.e. convenience and comparison retail). The local planning authority will not approve any proposals which seek to vary these proportions unless it is demonstrated that there is no detriment to the conclusions of the retail impact assessment.

Informative: It should be noted that all references to gross floorspace figures are gross internal area.

CONTROLS OVER COMPLETED DEVELOPMENT

Controls over Uses

57. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) there shall be no change of use from Class B1 (business) of the Schedule to the Use Classes Order to Class B8 (storage and distribution) of the Schedule to Use Classes Order without the approval of the Local Planning Authority.

Reason: In the interests of residential and visual amenity in the locality and also to ensure that there is some control over traffic generation.

58. No retail floor space hereby permitted shall be used as a factory outlet, retail warehouse or a warehouse club.

Reason: to ensure that there is no detrimental impact on retail centres outside of the development.

59. With regard to a change of use of existing buildings no more than 10% of all premises being used for A1, A2, A3, A4 and A5 Use Classes in any single local centre serving a residential area shall be used for Use
Class A5: hot food takeaways. No such unit shall open between the hours of 23.30 hours and 08.30 hours.

Reason: In the interests of residential amenity of the surrounding occupiers.

60. No dedicated theatre hereby permitted, or proposed in detailed applications pursuant to condition 2, shall have an audience capacity greater than 200 seats unless otherwise agreed in writing with the local planning authority.

Reason: in order to ensure there is no detrimental impact on existing neighbouring town centre theatres and therefore the vitality of these town centres.

Control over alterations and additions

61. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) no extensions, alterations or other form of enlargement including roof enlargements shall take place without the prior permission of or on behalf of the Local Planning Authority.

Reason: In the interests of the visual amenity of the development and in order to protect the amenity of neighbouring residents.

62. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) no building shall be erected in the curtilage of any dwelling hereby approved, with the exception of no more than one building of less than 10 cubic metres, without the prior permission of the Local Planning Authority.

Reason: In the interests of the visual amenity of the development and in order to protect the amenity of neighbouring residents.

63. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) no windows or other similar openings shall be constructed in the buildings other than as hereby approved, without the prior written consent of or on behalf of the Local Planning Authority.

Reason: In the interests of the visual amenity of the development and in order to protect the amenity of neighbouring residents.

64. All windows which are shown to have obscure glazing shall be maintained as such at all times.

Reason: In order to protect the amenity of neighbouring residents.

65. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking
and re-enacting that Order) no demolition of buildings or boundary walls, fences or other means of enclosure shall take place unless agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenity of the development

**Landscaping**

66. The landscaping schemes approved under condition 2 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.

Reason: To ensure that the landscaping is maintained in the long term in the interests of the visual amenity of the development.

67. No trees on the site shall be felled, lopped or pruned before or during building operations except with the prior agreement in writing of the local planning authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed by the local planning authority.

Reason: To ensure that as many trees as possible are retained and preserved on site, in the interests of the sylvan character of areas of the site and the visual amenity of the development.

**Telecommunications**

68. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) no satellite dishes shall be erected on the dwellings hereby permitted unless agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenity of the development

69. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) no telecommunications development shall be installed with the site unless otherwise approved by the Local Planning Authority.

Reason: In the interests of visual amenity.

**IN THE EVENT OF DEVELOPMENT CEASING**
70. In the event that building work should cease (that is, no more than 100 units are completed for occupation) on site for a period of 5 years, the interim landscaping plan submitted with each Area Master Plan and approved by the local planning authority shall be implemented.

Reason: To ensure and protect the amenity of new and existing residents.

71. If no buildings are completed for occupation within a period of 8 years following implementation of the interim landscaping plan pursuant to Condition (X) the final restoration plan for the site submitted as part of the Land Formation Plan pursuant to condition (X) shall be implemented.

Reason: To ensure and protect the amenity of new and existing residents.
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**TOTAL** | 1000 | 2000 | 3000 | 4000 | 5000 | 6000 | 7000 | 8000 | 9000 | 10000 | 11000 | 12600 | **12600**
### Expenditure Scheme Expenditure by Stage of Strategic Plan

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### Note
- Costs not included above
- Full Kent Thameside
- Appendix E

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**Scheme**

- Full Kent Thameside

**Annex 5 - Project Phasing (Fig 6) to be addressed please refer to the separate paper**

- Additional notes may become available for the deliverer of this scheme and associated development.
1. **Summary**

1.1 This report sets out a proposal for securing a long-term programme of transport investment for Kent Thameside. This programme is needed both to mitigate the effects of development proposed in the South East Plan, and to manage growth in background traffic. It goes hand in hand with planning measures already in place to minimise inessential car use and encourage sustainable travel.

1.2 The report seeks approval to consult on the introduction of a planning policy to raise developer contributions for the programme by way of a tariff levied on new homes, and asks the General Assembly of the Council to adopt such a policy on an interim basis with immediate effect, with possible adjustments following consultation.

2. **RECOMMENDATIONS**

2.1 To the Cabinet:

2.1.1 That the proposed arrangements for funding a Strategic Transport Programme by means of pooled developer contributions raised through a tariff, as set out in the body of this report, be approved for the purposes of consultation as part of the Local Development Framework Core Strategy.

2.1.2 That external legal and financial advice be sought on the options for establishing a legal entity to implement a Strategic Transport Programme for Kent Thameside.

2.2 To the General Assembly of the Council:

2.2.1 That the policy set out in Appendix A (to follow), requiring developers to contribute a tariff of £5,000 per home as a condition of the grant of planning permission, be adopted as a material planning consideration for development control purposes with immediate effect.

2.2.2 That the policy be kept under review in the light of consultation findings and experience in operation, and that further reports be received in the event that adjustments are required.

2.2.3 That a further report be brought forward, giving effect to the operating framework within which a Strategic Transport Programme for Kent Thameside will be implemented, as soon as practicable.

3. **Background and Discussion**
General considerations

3.1. The general scale and format of development in Dartford have been determined by Government, first by the designation of Ebbsfleet as one of the key economic drivers of the Thames Gateway, with a commercial hub around the proposed International Passenger Station, and secondly by the South East Plan, which is expected to set a development quantum for Dartford of 15,500 homes and xxx jobs to be achieved by 2026.

3.2. For the Kent Thameside area, which encompasses the non-rural parts of Dartford and Gravesham, the targets are 25,000 homes and 50-60,000 jobs.

3.3. The Council’s Local Development Framework, which is currently in preparation, will set out the detailed policy framework within which individual development schemes will be brought forward to fulfil these targets, while also achieving locally important objectives such as sustainable development, community integration and quality of life.

3.4. These developments will be brought forward against a background of strategic change throughout the Thames Gateway which make future patterns of movement difficult to predict.

3.5. The overall Kent Thameside growth targets represent a planned attempt to create a more sustainable North Kent economy which is less reliant on external commuting: it proposes two jobs for every new home, with development at Ebbsfleet International Station the main economic driver. The more successful Ebbsfleet becomes as a commercial centre, the greater the opportunity to localise work journeys and reduce long distance commuting, although by the same token reverse commuting patterns are likely to be induced. Overall, these shifts could well generate net travel benefits for Dartford.

3.6. The recently-approved port development at Shellhaven in Essex has the potential to redistribute patterns of freight movement significantly, but the true effect will depend on how radically the logistics industry responds to this new facility. The Government has now commissioned the Lower Thames Crossing study, the case for which it could be argued is enhanced by Shellhaven. The Lower Thames Crossing is a long-term proposition which cannot easily be factored into current plans and programmes for development at Kent Thameside, but it offers the prospect of a lasting solution to Dartford’s transport problems.

3.7. In the meantime, however, one of the Council’s most significant challenges is to provide a way forward for the foreseeable future which delivers the transport schemes (infrastructure and management schemes) which we currently think are needed to manage the
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demands generated by this scale of development, as well as increases in background traffic.

3.8. Until now, the Council, working with Kent County Council (the Highways Authority) and the Highways Agency, has sought to agree with developers a package of measures specific to each separate development, which would enable that development to proceed. Each package has been secured through legal agreements and/or conditions attached to planning permissions.

3.9. This approach has raised a number of difficulties. The principal ones are:

i) the transport impact of development is cumulative; it cannot easily be directly associated with any one site, and it is difficult therefore to agree a self-contained package of measures for each development;

ii) the pattern of transport investment which arises from a site-specific approach is piecemeal, and is dependent on each development coming forward at a particular time and in a particular sequence;

iii) the site-specific approach forces the Council to agree all the details of each transport package at the time when planning permission is granted, whereas external circumstances may change throughout the development programme, leading to transport requirements or opportunities which are new and/or different to those agreed.

3.10. These and other difficulties have led to significant planning delays, notably (but not only) in relation to the Eastern Quarry, where the Highways Agency has been reluctant to clear the way for a planning permission which the Council agreed in principle to grant in 2005.

Work in progress

3.11. In order to find a more reliable and coherent approach to transport planning, the Council has been engaged for the last eighteen months with its regeneration partners on a programme of work which has been managed by the Chief Executive of the Kent Thameside Delivery Board, with the involvement of Gravesham Borough Council, Kent County Council and the Highways Agency. There has also been liaison with the Departments of Communities and Local Government and Transport, and informal consultation with a group of landowners and developers.

3.12. The programme of work included the following:
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i) updating and running the Kent Thameside Transport Model, which provides strategic (but not detailed) projections of the likely traffic conditions making different assumptions about the level and phasing of development, the effect of different transport policies and so on;

ii) devising and costing a package of possible transport measures which, taken together, would mitigate the transport impacts identified from the modelling;

iii) a consultancy project, advising the partners on the scope for, and issues arising from, the introduction of a scheme for funding transport measures from pooled developer contributions, in particular by means of a flat-rate tariff.

3.13. The outcomes of this work are being compiled into an evidence base which will be made available as soon as practicable. The key conclusions of the work taken as a whole are as follows.

Transport Impact

3.14. The modelling has not considered all the possible permutations of development and associated transport schemes. However, interpolating from the results available it would be generally true to say that the full quantum of development envisaged in the South East Plan, i.e. 25,000 homes and 50,000 jobs in Kent Thameside, requires a successful demand management policy to support it, which will minimise the number of journeys taking place by private car, as well as a very significant level of investment in the road and public transport network.

3.15. Such a programme would be over and above those transport schemes which would be likely to come forward through site-specific agreements of the type currently being negotiated through the development control system.

3.16. Even if such a programme were to be implemented, traffic conditions would be likely to be somewhat worse than at present. The modelling work suggests that average journey times across Kent Thameside would be x% slower than today, with the worst delays in the evening peak. On the other hand, public transport journey times, frequency, reliability and geographical coverage, would all be significantly better than they are now.

Strategic Transport Programme

3.17. From the work undertaken it has been possible to identify a list of twelve schemes, at a cost of £159 million, which at the present time appear capable of reasonably containing the transport impacts across
Kent Thameside, but which are not currently fully funded. These schemes, and their expected likely timing, are illustrated in Appendix B.

3.18. It should be noted that these schemes are over and above the site-specific transport schemes which would be secured in any event as each development comes forward. For example, it is envisaged that the Eastern Quarry development package will include, as well as internal road network and connections to the surrounding roads, a Fastrack connection through the site with other feeder bus routes, and arrangements for revenue subsidy to guarantee the necessary services on these routes. They are also overlain upon a land use and transport strategy which seeks to minimise car use at source, through a combination of planning and demand management measures.

3.19. It should also be noted that the content and phasing of the programme needs to be kept under constant review, so that it remains consistent with changing circumstances and with our developing understanding of the transport environment.

**Implementation of the Strategic Transport Programme: Funding Considerations**

3.20. It would be neither appropriate nor practicable to fund the entire strategic transport programme from developer contributions. In the first place, not all of the transport problems arise as a direct or sole consequence of development, although development aggravates them. In the second place, the studies which have been undertaken indicate that the development value vested in the sites, most of which are expensive to develop and are required to fund many other facilities besides transport, is insufficient to provide all the funding required.

3.21. Nevertheless, development contributions are expected to be a significant source of funding. Consultants’ advice has been sought on the scope for obtaining contributions, and comparisons have been attempted with Ashford and Milton Keynes, both growth areas where developer contributions are raised on a flat-rate basis, and then pooled to provide infrastructure.

3.22. Neither case is directly comparable with Kent Thameside. In Ashford, the infrastructure requirements are known and costed. In both cases, the sites in question are predominately greenfield with lower preparation costs. There are therefore fewer funding uncertainties to manage, and potentially a greater quantum of development value to access.

3.23. However, the consultants sought to bring the overall planning requirements of each of these areas, including financial contributions and other S106 obligations, to a common base for comparison purposes, and then to set these against the same requirements in Kent Thameside. The tentative conclusion of this work was that a flat-rate
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Tariff of £5,000 per home in Kent Thameside (which, if levied on all developments not already permitted would raise approximately £75 million), put together with the other planning obligations, would amount to an overall developer contribution which compares favourably with these other areas from the point of view of achieving a full and proportionate private sector contribution towards the area’s needs.

3.24. It is therefore suggested that the principle be adopted that the strategic transport programme be funded through a mixture of public and private sector contributions, taking a working assumption that the private sector share is likely to generate a sum of around £75 million, and that this private sector contribution be raised by way of a flat-rate tariff on each home permitted.

3.25. To achieve the sum envisaged will require a tariff to be set at £5,000 per home. The Kent Thameside partners have consulted with a selection of principal landowners and developers active in the area, and although there has not been agreement over the sum, the indications from this consultation do not suggest that the figure is inappropriate. Fuller consultation would be needed before a final figure is adopted, and this is dealt with later in this report.

3.26. The public sector contribution will also need to be secured in order to provide a firm footing for the implementation of the strategic transport programme. Because of the way in which Government funding programmes are established and reviewed, it is unrealistic to expect firm funding commitments to be provided for the entire implementation timespan. However there have been discussions with Government officials about the overall match funding amount required to support the programme, and it is expected that these discussions will lead to a sufficiently clear statement of commitment to enable the arrangements to be put in place. An update on this position will be provided at the meeting.

3.27. Appendix C (to follow) illustrates, on the basis of the assumptions set out above, how the funding elements would combine to produce a funded programme.

3.28. It should be noted that even if the programme is fully funded, which at the present time is not the case, it will still be necessary to manage short-term funding deficits if the revenue stream cannot be matched to the expenditure profile. There will be opportunities to manage the programme to secure the best possible cashflow profile, both by setting the staging of tariff payments towards the front end of each development and by adjusting the timing of projects, but these opportunities will be limited by the needs of the area and the pace of development, so there is not infinite flexibility.
3.29. In the event that there is a cashflow deficit it may be necessary to borrow or to access other short term funding sources to meet the requirements of the programme.

3.30. Appendix D (to follow) shows an illustration of the cashflow profile based on best current assumptions, but it should be noted that a large number of factors can affect this profile in one direction or another.

Operating Framework

3.31. In earlier paragraphs of this report the need for a flexible programme is explained, so that the commissioning of schemes from the programme (and if necessary the introduction of new or modified schemes) can be kept under review and timed to coincide with the changing transport environment and related external circumstances.

3.32. This flexibility, together with the commissioning arrangements, financial management and governance, needs to be built into an operating framework which defines how the programme will be put into practice.

3.33. The broad shape of the operating framework would be that when planning permissions are granted for new residential development, financial contributions are secured through S106 obligations to a common fund which will provide the private sector element of the strategic transport programme fund. The contributions will be by way of a tariff levied at a flat rate for each home. Tariff payments will be index-linked to a base date, using the Construction Prices Index.

3.34. Such contributions will be over and above the continuing requirement to provide other community infrastructure either by direct provision within each development or through contributions. They will also be over and above those transport elements which are directly associated with the development in question such as internal road and public transport systems and connections to the surrounding network, and sustainable travel arrangements.

3.35. The fund will then be managed in such a way as to ensure that the strategic transport schemes from the programme are brought forward as required, and in relation to the unfolding sequence of development.

3.36. To give effect to this general arrangement a number of specific requirements need to be met. The key ones are:

i) a decision-making process, because the exact content and timing of the programme will not be decided at the point a planning permission is granted, but will be kept under continual review;

ii) technical advice, so that decisions about the programme are made in an informed way and can be justified by evidence;
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iii) financial management;
iv) a commissioning arrangement, to ensure that schemes are commissioned according to the decisions made about the programme;
v) accountability, to ensure that those parties contributing to the programme fund are given confidence that their contributions are deployed fairly and in a manner which is generally related to the needs of their developments.

3.37. It is considered that the decision-making must remain vested in the local authorities. These are the statutory bodies in whom development control powers are vested, and it is important that they retain the powers needed to ensure that the transport schemes which they require as part of an approved development are delivered.

3.38. It is therefore envisaged that the local authorities will retain overall control over the programming of schemes, advised by Kent County Council and the Highways Agency. The programme will be reviewed at least annually and delivery targets adjusted as appropriate.

3.39. The implementation of the programme is best managed by a single agency comprised of the local authorities, which can be established as a legal entity and an accountable body. The role of the implementing agency would be to manage the common fund and secure the commissioning of schemes according to the agreed programme. It could receive funding both from developer contributions (tariff and other) and from direct Government match funding.

3.40. There are various models under which a legal entity can be established, each of which raises detailed issues for consideration by the parties. It is suggested that external advice is taken on the most appropriate vehicle to meet the needs of the programme and satisfy the requirements of the principal parties.

3.41. The implementing agency would directly commission those schemes which are to be fully funded by the common fund. It would also where necessary make contributions from the common fund towards schemes which are brought forward through established programmes such as the trunk roads programme, relying upon the existing commissioning arrangements for such schemes.

3.42. The implementing agency would need to service cashflow deficits within the programme, but would not be expected to make good an overall funding shortfall. At present, there is a significant shortfall which means that the implementation agency would have difficulty accepting overall responsibility for the programme.
3.43. Recent discussions with Government officials have indicated that it may be possible in the near future for them to issue a form of funding commitment which, while not binding in advance of the 2007 Comprehensive Spending Review, would enable the financial risks for the implementing agency to be more accurately assessed, allowing the early years of the programme to be planned with some confidence. It is hoped that a positive update on these discussions can be provided at the meeting.

3.44. The cashflow profile is presently being modelled, to ensure that the financial management of the programme can be kept within limits which will be acceptable by the implementing agency. A current cashflow profile is attached at Appendix D (to follow). The profile is significantly affected by the assumptions made for the payment of tariffs. It is proposed that the tariff payments be linked to a payment schedule which front-loads the receipts as far as practicable, rather than spreading them according to completions. However this needs to be further discussed with developers and, until a policy is firmly established, will have to be settled through negotiation on each site.

3.45. It is proposed that accountability be achieved by means of an arms-length consultative board comprising the local authorities and the contributors to the fund. The purpose of the consultative board would be to enable two-way passage of information. The local authorities would report on the use of the fund to date and the proposals for future years’ funding, while the contributors would provide information about their expected development programmes and the transport needs arising from these. It is expected that the local authorities would publish an annual report setting out a formal review of the programme. The Kent Thameside Delivery Board could also be represented on the consultative board.

\textbf{Statutory Planning Framework}

3.46. In order to give effect to these proposed arrangements the Council will need to establish a statutory planning policy which ties the strategic transport programme into its development proposals, and which requires developers to make tariff payments when planning permission is granted. This will be a policy within the Core Strategy of the Council’s Local Development Framework. The tariff amount will be kept under review and set by means of a Supplementary Planning Document. All Local Development Documents require an evidence base and a consultation trail.

3.47. The current Local Development Scheme envisages that the core Strategy will not be formally adopted until 2009. However, unless a tariff policy is introduced with immediate effect it will not be possible to capture contributions from those developments which are already in the planning pipeline, and a significant proportion of the required
funding will then be foregone. This could put the achievement of the overall programme at risk, or alternatively would transfer an unfair proportion of the funding burden on those developments which are approved after 2009.

3.48. Given that developments are already experiencing unacceptable planning delays as a result of funding uncertainties, and that it is strongly in the public interest to resolve this situation urgently to prevent a further backlog of development, it is considered justifiable to introduce the proposed arrangements now, on the understanding that further consultation within the statutory requirements will follow, and that the policy will remain under review until such time as it can be statutorily adopted. However it will be regarded as a material consideration for development control purposes from the outset.

3.49. It is expected that Gravesham Borough Council will bring forward policy within a comparable timescale, enabling the arrangements to be rolled out to the whole of Kent Thameside as soon as practicable.

4. Relationship to the Corporate Plan

5. Financial, legal, staffing and other administrative implications and risk assessments

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6. Details of Exempt Information Category

Not applicable

7. Appendices

None

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