

Delegated Report

Planning Application No: 20231163

Location: Former Northfleet Cement Works, The Shore, Northfleet DA11 9AN

Description: EDC Consultation EDC/23/0086 - Reserved matters application (access, layout, scale, appearance and landscaping) pursuant to condition 2 of outline planning permission reference no. EDC/16/0004 for land north east of College Road (Phase 3A) comprising the erection of 273 no. dwellings together with associated infrastructure including details relating to finished floor and site levels, noise attenuation measures, ecological mitigation and enhancement strategy, and schedule of public open spaces (condition 9), renewable energy, water conservation and carbon reduction technologies (condition 11), community facility (condition 14), design and maintenance of the public realm and other areas with a public amenity function, provision of and timetable for installation of public art and heritage interpretation (condition 15).

Applicant: Ebbsfleet Development Corporation

Site Visit Date: N/A

Ebbsfleet Development Corporation (EDC) have submitted an application for the above development. As a neighbouring Authority Gravesham Borough Council have been consulted by EDC as the decision making Authority.

The information submitted to GBC consists of:

- Consultation Letter

This is a reserved matters application and the information submitted to EDC is on their website and can be found under reference EDC/23/0086.

Relevant Planning History

EDC/23/0086

Consultations

Kent Police Designing Out Crime Officer

We have reviewed this application in regard to Crime Prevention Through Environmental Design (CPTED) and in accordance with the National Planning Policy Framework (NPPF).

Applicants/agents should consult us as Designing out Crime Officers (DOCO's) to address CPTED and incorporate Secured By Design (SBD) as appropriate. We use details of the site, relevant crime levels/type and intelligence information to help design out the opportunity for Crime, Fear of Crime, Anti-Social Behaviour (ASB), Nuisance and Conflict.

There is a carbon cost for crime and new developments give an opportunity to address it. Using CPTED

along with attaining an SBD award using SBD guidance, policies and academic research would be evidence of the applicants' efforts to design out the opportunity for crime.

We request a condition for this site to follow SBD guidance to address designing out crime to show a clear audit trail for Designing Out Crime, Crime Prevention and Community Safety and to meet our Local Authority statutory duties under Section 17 of the Crime and Disorder Act 1998.

1. Consideration should be given to the provision of informal association spaces for members of the community, particularly young people. These must be subject to surveillance but sited so that residents will not suffer from possible noise pollution, in particular the green spaces surrounding the site, any parking areas/ courts and pedestrian routes. These areas must be well lit and covered by natural surveillance from neighbouring properties.
2. Perimeter, boundary and divisional treatments must be 1.8m high. Any alleyways to have secure side gates, which are lockable from both sides, located flush to the front building line.
3. To meet SBD guidance we would strongly recommend the installation of pavements on both sides of the roads to avoid vehicle and pedestrian conflict and promote safer spaces for families. It is now common practice to have some shared vehicle/ pedestrian areas on secondary routes. If pavements cannot be installed in these shared spaces, we strongly recommend traffic calming measures, especially where there is a curvature in the road.
4. Parking - To help address vehicle crime, security should be provided for Motorbikes, Mopeds, Electric bikes and similar. SBD or sold secure ground or wall anchors can help provide this. We advise against the use of parking courts as they can create an opportunity for crime. Where unavoidable, the areas must be covered by natural surveillance from an "active" window e.g. lounge or kitchen and sufficient lighting – the same recommendations apply to on plot parking bays. In addition, we request appropriate signage for visitor bays to avoid conflict and misuse. Undercroft areas can attract crime and therefore, should be finished in a light colour and be well lit. If car ports are unavoidable, we recommend they be lit and painted in a light colour to optimize surveillance opportunities. For car parks, we recommend the Safer Parking Scheme, which follows CPTED guidance from both the police and the British Parking Association.
5. New trees should help protect and enhance security without reducing the opportunity for surveillance or the effectiveness of lighting. Tall slender trees with a crown of above 2m rather than low crowned species are more suitable than "round shaped" trees with a low crown. New trees should not be planted within parking areas or too close to street lighting. Any hedges should be no higher than 1m, so that they do not obscure vulnerable areas.
6. Lighting - Please note, whilst we are not qualified lighting engineers, any lighting plan should be approved by a professional lighting engineer (e.g. a Member of the ILP), particularly where a lighting condition is imposed, to help avoid conflict and light pollution. Bollard lighting should be avoided, SBD Homes 2019 states: "18.3 Bollard lighting is purely for wayfinding and can be easily obscured. It does not project sufficient light at the right height making it difficult to recognise facial features and as a result causes an increase in the fear of crime. It should be avoided." Lighting of all roads including main, side roads, cul de sacs and car parking areas should be to BS5489-1:2020 in accordance with SBD and the British Parking Association (BPA) Park Mark Safer Parking Scheme specifications and standards.
7. All external doorsets (a doorset is the door, fabrication, hinges, frame, installation and locks) including folding, sliding or patio doors and individual flat entrance doors to meet PAS 24: 2022 UKAS certified standard, STS 201 or LPS 2081 Security Rating B+. Please note PAS 24 is a minimum-security standard, and communal doors may require a higher standard, such as STS or LPS.
8. Windows on the ground floor or potentially vulnerable e.g. from flat roofs or balconies to meet PAS 24: 2022 UKAS certified standard, STS 204 Issue 6:2016, LPS 1175 Issue 8:2018 Security Rating 1/A1, STS 202 Issue 7:2016 Burglary Rating 1 or LPS 2081 Issue 1.1:2016 Security Rating A. Glazing to be laminated. Toughened glass alone is not suitable for security purposes.
9. We advise on the use of ground/ wall SBD or sold secure anchors within a cycle storage area/ sheds of dwellings to deter bicycle theft.
10. Mail delivery to meet SBD TS008 with a fire guard are strongly recommended for dwellings. For buildings with multiple occupants we recommend TS009 standards. Please note we advise against trade buttons, if mail is to be delivered inside a lobby there must be an airlock/ access-controlled door to prevent access further into the building for anyone other than residents.
11. Bedroom windows on the ground floor require a defensive treatment to deflect loitering, especially

second bedrooms often used by children.

12. We recommend "A GUIDE FOR SELECTING FLAT ENTRANCE DOORSETS 2019" for buildings featuring multiple units, any covered access must deflect loitering that can stop residents and their visitors from using it without fearing crime. Entrance doors must be lit and designed to provide no hiding place.

13. For the main communal doors audio/visual door entry systems are required. We strongly advise against trade buttons and timed-release mechanisms, as they permit unlawful access and have previously resulted in issues with Crime and ASB.

14. CCTV is advised for all communal entry points and to cover the mail delivery area.

15. Defensible spaces. Corner properties require well established boundaries to avoid desire lines across front gardens. This can be provided by using hedges or knee rails/ fences, for example.

16. Blank Walls. It is important to avoid the creation of windowless elevations and blank walls immediately adjacent to public spaces. This type of elevation tends to attract graffiti, inappropriate loitering, and ball games. The provision of a 1m buffer zone using either a 1.2 – 1.4m railing or a 1m mature height hedge with high thorn content should address those issues.

17. Vehicle mitigation may be required on pedestrian routes, to prevent mopeds or similar vehicles accessing the area and causing nuisance.

18. Open space. Open space areas must be well lit and boundaries must be clearly defined to avoid conflict or ball games causing nuisance. For any LAP or LEAP, we recommend fencing at a minimum height of 1.2m and vandal resistant play equipment. Consideration should be given to a single dedicated entry and exit point to enable adult control/supervision.

If approved, site security is required for the construction phase. There is a duty for the principle contractor "to take reasonable steps to prevent access by unauthorised persons to the construction site" under the Construction (Design and Management) Regulations 2007. The site security should incorporate plant, machinery, supplies, tools and other vehicles and be site specific to geography and site requirements.

We welcome a discussion with the applicant/agent about site specific designing out crime. If the points above are not addressed, they can affect the development and local policing.

This information is provided by Kent Police DOCO's and refers to situational crime prevention. This advice focuses on CPTED and Community Safety with regard to this specific planning application.

GBC Highways Officer

As is usual with developments that will remain private, the proposal raises several concerns.

1. Private maintainable roads, require residents to fund all maintenance and enforcement of the roads. In times when funds may be limited this may be minimal if any work is being undertaken, and it will be outside the control of Gravesham Borough Council, although the Highway Authority may be able to force essential maintenance only for safety reasons with the costs recharged to the residents. This will affect the amenity of the residents to their detriment.
2. The applicant seems to have missed the original concept for parking within the Ebbsfleet Development area. Obviously on plot car parking would be allocated, but all communal parking, other than visitors should be controlled by permits, this allows for the changes in vehicle ownership as occupiers change.
3. The level of visitor parking seems to be totally inadequate the Kent Design Guide, suggests that a 20% provision should be made for visitors. There is a high risk that during periods of demand there would be overspill onto the surrounding adopted highway to the detriment of the existing residents.
4. The parking provision appears to make no allowance for residents that may have a mobility handicap and need to park close to the main entrance to their property. The lack of provision for the mobility handicapped could be considered to be exclusive in that their needs are not accommodated, and such spaces should not be allocated just reserved for the use of mobility impaired people. (It is possible that the M4(2) parking spaces are for the disabled, by I see no reference in the latest submission).
5. Whilst development in the Eastern Quarry area is constrained with limited opportunities for any overspill parking, this is not the case here and any resident without a parking permit will just park their vehicle on the surrounding adopted highway to the detriment of existing residents. In short Ebbsfleet Development Corporation vehicle parking standards should not be applied here.

The applicant should reconsider the adoption of the highways and the provision and allocation of the car parking within it, as it stands I would recommend refusal, as in the long term, this current proposal will be detrimental to both existing residents in the surrounding and future occupiers of the development

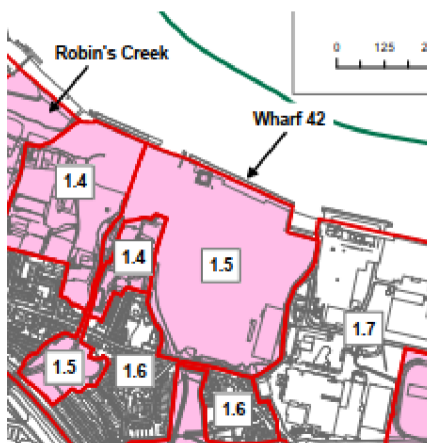
Officer's Analysis

Key Site

CS03: Northfleet Embankment and Swanscombe Peninsula East Opportunity Area

The application site is located within the Northfleet Cement Works Regeneration Area and within the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area. Much of this area is characterised by its industrial past. The riverside quarries once accommodated a variety of heavy industrial uses but have largely disappeared.

The Key Site is shown below:



EDC have specifically asked for opinions in terms of Highways although Kent Polic have also responded in terms of design.

The summarised Highway comments together with those from Kent Police will be forwarded to EDC:

Concerns are raised that the cost of privately maintainable roads may, when funds are limited, result in minimal work being undertaken and therefore would be outside of the control of GBC or KCC and may affect the amenity of future residents.

Communal parking should be controlled by permits to allow for changes in vehicle ownership as occupiers change.

The level of visitor parking is below the 20% suggested by the Kent Design Guide and therefore there is a risk that during periods of demand there would be overspill onto the surrounding adopted highway to the detriment of the existing residents.

The parking provision appears to make no allowance for disabled residents that may have a mobility handicap and need to park close to the main entrance to their property. The lack of provision for the mobility handicapped could be considered to be exclusive in that their needs are not accommodated, and such spaces should not be allocated just reserved for the use of mobility impaired people. (It is possible that the M4(2) parking spaces are for the disabled, by I see no reference in the latest submission). There are limited opportunities for any overspill parking and therefore any resident without a parking permit will park their vehicle on the surrounding adopted highway to the detriment of existing residents.

The applicant should reconsider the adoption of the highways and the provision and allocation of the car parking within it, as it stands GBC raise an objection on highways grounds, as in the long term, this current

proposal will be detrimental to both existing residents in the surrounding and future occupiers of the development

Conclusion & Recommendation

Comments from Kent Police Design and Highways should be considered.

Overall, objections are raised on highways grounds.

Further expert advice will be provided as necessary by other consultations undertaken by the EDC.

The EDC is thanked for consulting the Borough Council.

Case Officer:	Mrs Alison Webster	Team Leader:	Richard Hart
Signed:		Signed:	
Dated:	11 December 2023	Dated:	11th December 2023