



Gravesham Borough Council

Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Highways and Transportation

Kroner House

Eurogate Business Park
Ashford

TN24 8XU

Tel: 03000 418181

Date: 8 March 2024

Our Ref: AC

Application - GB/20221064

Location - Land Surrounding Ebbsfleet United Football Club, Bounded By Lower Road, Railway Line, Grove Road And The River Thames, Northfleet, , Gravesend, ,

Proposal - Outline planning application with all matters reserved, except for the primary means of access and road layout, for a phased mixed-use redevelopment involving the demolition of existing buildings and structures including site preparation / remediation works, and the development of residential units (Use Class C3), Class E uses including floorspace for retail Class E(a)), food/beverage and drinking establishments (Use Class E(b)), local services (Use Class E(c)), indoor sport/recreation/fitness (use Class E(d)), healthcare space (Use Class E(e)), creche/nursery uses (Use Class E(f)), office floorspace (Use Class E(g)(i)), a new multi-use stadium with associated business and leisure facilities (sui generis), hotel (Use Class C1), community uses floorspace (Use Class F2). The phased redevelopment will include other sui generis uses, delivery of open space and significant realignment of the road network including the A226 Galley Hill Road / Stonebridge Road / Lower Road with hard / soft landscaping, car and cycle parking provisions, infrastructure works, ancillary and associated works.

Thank you for your re-consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

The below is provided in response to the submitted Technical Note 'Northfleet Harbourside Kent County Council Highway Consultee Comments Review 226728/N23 23rd February 2024' and follows two previous Kent County Council (KCC) corporate responses to the Application, dated 10th Feb 2023 and 23rd Nov 2023.

The Fastrack only link onto Grove Road is welcome as this will reduce journey times for the buses, increasing the attractiveness of the service. The Applicant is aware that Grove Road will be the main access to/from the adjacent Northfleet West site, which has a planning condition to improve the route. Whilst a design is yet to be approved, it is likely to include a 6.75m carriageway and 3m shared pedestrian /cycle route along the western side. The two schemes will need to be aligned as they progress.

The amendments to the Stonebridge Road / Grove Road junction including the addition of the right turn bay are acceptable.

All site access plans listed under 'Conditions and S106 Contributions' below, are now considered to be acceptable at this Outline Application stage. Further revisions may need to be made during appropriate Reserved Matters Application stages in order to accommodate further detail where required e.g. the area outside the Golden Grill needs to be improved as part of the new priority junction with Grove Road, and consideration needs to be given as to how cyclists are discharged to/from the carriageway at all applicable junctions.

As discussed previously, the cycle route on the western side of Thames Way which meets the link to PROW NU2 south of the railway bridge (shown on 226728/PD101 Rev A) will need to tie into the Ebbsfleet Central proposals, should that Application be permitted and their infrastructure comes forward first.

The updated vehicle tracking is acceptable.

In line with the Stage One Road Safety Audit, the position of the two bus stops along the A226 Galley Hill Road, north of Taunton Road, will need to be reviewed and the stops may need to be relocated. This can be undertaken at the Reserved Matters Application Stage.

Confirmation that approximately 400 parking spaces are likely to be allocated to the football stadium on match days is welcome. This provision is generally in line with the existing provision at Ebbsfleet International Station where spectators are currently directed to park. Further information should be provided in a Full Car Park Management Plan, which should be conditioned to any permission granted.

Confirmation that cycle parking for the residential use will be provided as one cycle space per bedroom, is welcomed.

Internal routes to be adopted must be constructed in line with the Kent Design Guide (KDG) unless otherwise agreed by KCC. Private areas should also be constructed to KDG standards.

The KCC Public Rights of Way (PROW) team have been consulted separately and therefore I have no further comment on the PROW element.

Note that any retaining features / structures within 3.66m of, or oversailing the public highway will need structures technical approval and an oversailing license (where relevant). This can be discussed at the Reserved Matters Application Stage.

Areas of land to be stopped up will need a Stopping Up Order and will be at the Applicant's expense. Note this process can take 12 months and is not guaranteed to be successful. A Section 278 Agreement will be required prior to any work being undertaken on the adoptable highway.

Conclusion

Having considered the additional information submitted and the development's effect on the highway network, I raise no further objection to the proposed development on highway grounds subject to the below Conditions and S106 Contributions being secured.

Conditions and S106 Contributions

Provision and permanent retention of 950 vehicle parking spaces for the non-residential uses and 0.5 vehicle parking spaces per residential unit, as a minimum, to be brought into use prior to occupation of the associated use. Appropriate parking provision for disabled users, vans, motorbikes and servicing/delivery vehicles will be required.

Provision and permanent retention of one cycle parking space per bedroom for the residential use. Provision for the non-residential uses and visitor parking to be provided in line with relevant standards at the time of the associated Reserved Matters Application. This should include provision for adapted bikes. Showers, lockers and changing facilities must be provided for larger non-residential uses.

Electric vehicle charging facilities to be provided in line with the relevant Building Regulations. Chargers should be a minimum of 7kw output and SMART (enabling Wifi connection). Passive provision should include ducting and cabling.

Best endeavours to introduce Traffic Regulation Orders on all roads that are to be adopted, upon adoption of the road, to prevent on-street parking outside of designated bays. The cost of preparing and implementing the TRO's will be at the Applicants expense. Private parking enforcement will be required from opening of the road until adoption takes place. Private parking enforcement is required for all non-adopted roads (outside of dedicated bays), to be implemented upon opening of the associated road.

Completion of the off-site infrastructure shown on the plans listed below (or amended plans approved by KCC under future Reserved Matters Applications), prior to occupation of the site, or in line with an approved Phasing and Implementation Plan.

- 226728/PD100 Rev D 'Site Access Plans'
- 226728/PD101 Rev A 'Site Access Plans Junction 1'
- 226728/PD103 Rev B 'Site Access Plans Junction 2'
- 226728/PD104 Rev A 'Site Access Plans Junction 3 & 4'
- 226728/PD105 Rev A 'Site Access Plans Junction 5 & 6'
- 226728/PD106 Rev E 'Site Access Plans Junction 7, 8 & 9'
- 226728/PD107 Rev B 'Site Access Plans Junction 10 & 11'
- 226728/PD102 Rev - 'Site Access Plans Roundabout'

Visibility splays shown on the above plans (or amended plans approved by KCC under future Reserved Matters Applications), shall be implemented upon first use of the associated new junction layout, kept clear of obstructions over 600mm in height (measured from footway level) and maintained as such at all times.

Provision and permanent retention of a 15.25m (minimum) Fastrack, walking and cycling corridor to be provided through the site starting immediately east of the western residential access into the Harbourside Neighbourhood and terminating at a new junction with Grove Road, prior to first occupation or in line with an approved Phasing and Implementation Plan. This will include a 6.75m (minimum) Fastrack only carriageway, a 3.0m shared use footway / cycleway on one side of the carriageway and a 3m cycle route and 2m footway on the other side of the carriageway, plus a 0.5m (minimum) demarcated buffer, although this should ideally be a minimum of 1m to sustain vegetation growth. Fastrack should have priority at junctions.

A financial contribution of £42,000 for 2x Fastrack bus shelters within the site (£21,000 each), prior to commencement of the Fastrack service. Exact Fastrack bus stop locations to be agreed with KCC during Reserved Matters Applications.

A financial contribution of £214,000 for ANPR bus lane enforcement of the Fastrack route (or other method agreed by KCC), three months prior to commencement of the Fastrack service. This figure is based on the proposed route which may require four independent ANPR columns (one either end of the route and two at the crossroads with the residential access). Additional contributions may be required if further internal junctions are located on the Fastrack route.

An annual Thameside (Fastrack) bus ticket to be offered to each resident upon first occupation of each dwelling, and each member of staff employed at the non-residential uses upon offer and acceptance of employment. The tickets should be well advertised to encourage take-up. Alternatively, the equivalent monetary value of the ticket at the time of offering may be distributed in the form of KCC's Mobility as a Service (MaaS) credits, if this is available at the time.

Existing bus stops on the A226 Stonebridge Road, outside the existing stadium, to be re-provided along the diverted route.

Existing bus stops on the A226 Galley Hill Road (north of Taunton Road), to be re-provided in line with the future junction layout of the existing Galley Hill Road / Lower Road junction, and Road Safety Audit.

Submission and approval of a Site Wide Travel Plan, prior to occupation, and being in line with the Framework. A Site Wide Travel Plan Coordinator (TPC) must be appointed prior to first occupation. Site Wide Travel Plan monitoring including vehicle monitoring at all vehicle access points, numbers of pedestrians, cyclists and public transport users, to be undertaken annually for the life of the Travel Plan (first occupation to five years post full build out), with the TPC producing the results in an annual Travel Plan monitoring report. Vehicle targets must be based on the predicted traffic generation of the site, as that is what has been assessed.

A KCC Travel Plan monitoring fee of £1422 for every five-year period is required and should be paid to KCC at the start of each five-year monitoring period.

Individual Occupier Travel Plans are required prior to occupation of their associated use and should be based on the Site Wide Travel Plan.

The Applicant / TPC must establish a Transport Review Group (TRG) prior to the first monitoring period, which shall meet on an annual basis, ceasing five years post full occupation, in line with the life of the Travel Plan. The TRG should consist of a member from a) the Applicant team, b) KCC and c) Gravesham Borough Council and will be chaired by the TPC. As a minimum the TRG will discuss / undertake the following duties:

- (a) progress at the site of terms of build out
- (b) transport related issues including any complaints received
- (c) review and agree the TPC's proposed methodology for, and review the results of the Travel Plan monitoring surveys, and
- (d) agree the implementation of additional remedial measures, should the targets be exceeded.

A Travel Plan Toolkit fund of £50,000 to be secured prior to occupation of the 50th dwelling, plus a contribution of £300 per occupied dwelling at the end of each annual monitoring period. Funds to be held by the Applicant (with evidence presented to the TRG) and are to be used for the implementation of remedial measures in the event that the vehicle trips exceed the vehicle trip generation targets. Remedial measures to be decided by the TRG.

A financial contribution of £50 per residential unit towards the cost of a cycle or cycle equipment, to be well publicised and offered to residents upon occupation.

A financial contribution of £75,000 for improvements to walking and cycling routes in the surrounding local areas, prior to first occupation. Specific measures to be determined by KCC upon receipt of the funding, but in line with the Walking and Cycling audit, could include such things as rest areas with shelters, planting and street furniture, vegetation clearance, litter

clearance, signage/ way finding, street lighting and CCTV. Alternatively, the funds could be re-allocated to KCC's Green Corridor's project for walking and cycling schemes within local proximity of the site.

A Mobility Hub to be provided at a central location within the site, upon occupation of the 50th dwelling or the opening first non-residential use, or in line with an agreed Phasing and Implementation Plan. The hub should contain such things as: electric car club vehicle with plug in charge point; electric bike hub with plug in charge point, bike hire, bicycle stands and lockers, bicycle repair stand, bicycle pump, an information terminal, cargo bike share and secure parcel lockers.

Establishment of a car club and minimum provision of one car club car, upon occupation, increasing to a minimum of three cars over the construction period (exact number to be determined through Reserved Matters Applications). Each residential unit should be offered one year's free membership to the car club and £50 driving credit to encourage take-up. Use should be monitored through the Travel Plan and TRG.

Submission and approval of a Construction Management Plan, prior to commencement which is developed in line with the Framework and as a minimum, includes the below. Given the timescale of the build out, the CMP should be updated at the request of KCC but no more than once per year.

- (a) a plan showing the typical site layout including holding areas, adequate visibility, adequate space for loading / unloading, routing of construction and delivery vehicles to/from the site, parking and turning areas
- (b) construction programme including demolition and building phases
- (c) trip generation for each phase
- (d) details of any abnormal loads
- (e) on site facilities for construction workers such as WC, café
- (f) confirmation as to whether there is planned use of the river and subsequent details
- (g) delivery scheduling-/- timing of deliveries
- (h) monitoring methodology for all construction related vehicles to/from the site
- (i) provision of wheel washing facilities
- (j) any temporary traffic management/ signage
- (k) site operating hours
- (l) reference to any behavioural and organisational measures being implemented (reduce, rethink, retime, reroute, remodel)
- (m) provision of measures to prevent the discharge of surface water onto the highway.
- (n) consideration of other major development sites that may be under construction at the same time including Ebbsfleet Central, Lower Thames Crossing, Eastern Quarry and Northfleet West, and
- (o) A Construction Worker Travel Plan.

Submission and approval of a Parking Management Plan (PMP), prior to first occupation, which is developed in line with the Framework and as a minimum, includes the below. Given the timescale of the build out, the PMP should be updated at the request of KCC but no more than once per year.

- (a) parking provision for each land use, including number and location of standard bays, visitor bays, disabled bays, motorcycle bays, car club bays and service & delivery bays
- (b) number, location and type of electric vehicle charging facilities
- (c) details of parking restrictions to be implemented including Traffic Regulation Orders
- (d) details of parking management and enforcement
- (e) details of any barrier controls

- (f) details of provision for each phase, and
- (g) details of any permit and / or allocated parking system to be implemented.

Submission and approval of a Service and Delivery Plan (S&DP), prior to first occupation, which is developed in line with the Framework and as a minimum, includes the below. Given the timescale of the build out, the S&DP should be updated at the request of KCC but no more than once per year.

- (a) details of routing to/from relevant units
- (b) location of bin stores and loading / delivery bays
- (c) details of any parking or access restrictions
- (d) timing and number of deliveries predicted per day/week
- (e) details of any on site management
- (f) details of any measures implemented to reduce the number of trips e.g consolidation, and
- (g) details of any monitoring and enforcement.

Submission and approval of a Phasing and Implementation Plan (PIP), prior to the approval of the first Reserved Matters Application, detailing (as a minimum):

- (a) development proposed for each parcel and phase
- (b) the timescales for delivery of each parcel, phase and highway infrastructure for all modes (including the mobility hub), ensuring pedestrian, cycle and public transport facilities to/from buildings / phases are open for use upon occupation of their associated use
- (c) Details of emergency and / or secondary vehicle access points to be delivered in line with the Kent Design Guide (emergency access prior to the occupation of the 50th dwelling and secondary access prior to the occupation of the 300th dwelling, and
- (d) Confirmation that access to existing uses that are to remain, is available at all times, unless otherwise agreed with KCC and the land owner of the existing use.

The Stadium must operate within a maximum capacity of 75% (6,000 spectators) and events as per the extant permission (20150081), until such time, based upon the submission of supplementary evidence and / or assessments, including the provision of any necessary mitigation, that occupation of the full capacity (8,000 spectators) can be agreed by KCC. It is understood that this Application would supersede the extant permission.

Submission and approval of an Events Management Plan to be submitted to and agreed by the LPA, prior to occupation of the stadium.

Key internal junctions (to be agreed with KCC) to be modelled at Reserved Matters Application stage to ensure they can accommodate predicted demand and appropriately cater for all modes, where required.

In line with the Transport Assessment Addendum, the retail units will be no larger than 560sqm and cannot therefore be brought forward as a supermarket.

Costs should be index linked.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a

given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.