



Ebbsfleet Development Corporation

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Highways and Transportation

Kroner House

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Tel: 03000 418181

Date: 11 April 2024

Our Ref: AC

Application - EDC/22/0168

Location - Ebbsfleet Central East

Land Adjacent To Ebbsfleet International Railway Station

Thames Way

Kent

Proposal - Outline planning application (with all matters reserved) for mixed-use development comprising demolition of the existing car parking, Structures and station forecourt and provision of residential dwellings (Use Class C3); flexible commercial, business and service uses (Use Class E) to allow provision of retail, offices, restaurants/cafes, nurseries, and healthcare facilities; flexible learning and non-residential institutions (Use Class F1); flexible local community uses (Use Class F2); hotel use (Use Class C1); residential institutions (Use Class C2); and Sui Generis uses to allow provision of co-living and student accommodation, public houses/drinking establishments, and theatres/cinemas. Associated works include hard and soft landscaping, a River Park, car parking and multi-storey car parks, pedestrian, cycle and internal vehicular network, and other ancillary infrastructure; and associated crossings, highway accesses, and junction improvements.

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

Chapter seven of the Design and Access Statement sets out indicative widths for the Primary / Fastrack, Secondary and Tertiary routes, as follows:

- Primary / Fastrack Route: 26.75m cross section including 4m footway, 2m cycle route, 4m verge / bus stop, 6.75m carriageway, 4m verge / bus stop, 2m cycle route, 4m footway (plus 2m each side of the carriageway for privacy planting).
- Secondary Routes: 21.9m cross section including 3.3m footway, 2m cycle route, 2.4m parking / verge, 6.5m carriageway, 2.4m parking / verge, 2m cycle route, 3.3m footway (plus 1m each side of the carriageway for privacy planting / SUDS).
- Tertiary Routes: 15.8m cross section including 3m shared footway / cycleway, 2.4m parking / verge, 5m carriageway, 2.4m parking / verge, 3m shared footway / cycleway, (plus 1m each side of the carriageway for privacy planting).

The principles of the above are acceptable, subject to further detail through Reserved Matters Applications. It is noted, however, that Fastrack will travel along part of the secondary street, between the bus gate and Thames Way. The entire Fastrack route within the site, including the segregated sections, shared sections, and the section between the bus gate and Thames Way must have a 6.75m wide carriageway as a minimum (with additional widening on bends should tracking show this to be required), to allow both the 12.2m electric and 18m articulated buses to pass.

With regard to the dedicated Fastrack link, the parameter plans show the junction with Southfleet Road could be located anywhere between the Eastern Quarry Spur and Whitecliffe Road. Drawings 103780-PEF-EC-XX-M2-Y-000008 P03 and 103780-PEF-EC-XX-M2-Y-000012 P03 in Appendix H of the Transport Assessment Addendum (TAA) show indicative locations for Option One (at the northern end of this section) and Option Two (as a crossroad junction with the Eastern Quarry spur), respectively. Option One is also shown on the Proposed Highway Arrangements Overview Plan 103780-PEF-EC-XX-M2-Y-000019 P07 and Illustrative Masterplan ECE-WAM-XX-XX-DR-A-07-100 00. However, to reconfirm KCC's position, the link should form a signal junction crossroads with the spur from Eastern Quarry, as per Option Two (subject to detailed design), as this will avoid the buses getting caught in congestion on Southfleet Road, avoid the need for two separate signal junctions (as Fastrack would need priority) and would result in the quickest journey time. If, after best endeavours, Option Two is proven to be unachievable in this location, the link should be delivered in an alternative location within this section of Southfleet Road, subject to agreement with KCC.

The Fastrack vehicle tracking shown on the above plans show buses travelling along Southfleet Road. The tracking is tight and the carriageway does not meet the 6.75m width required by Fastrack. If Option One (or similar) was to be implemented, the section of Southfleet Road between the two junctions would need to be widened to 6.75m with additional width on bends if shown to be required through tracking.

The Access and Circulation Parameter Plan (ECE-WAM-XX-XX-DR-A-07-020 Rev 02) shows indicative locations for the bus stops. These are different to the locations previously discussed with the Fastrack team and will need to be relocated at the Reserved Matters Application stage in order to reflect the routing of the buses. Where possible, space should be provided on Thames Way to enable KCC to incorporate a Fastrack bus stop on either side of the carriageway in the vicinity of the new ped/cycle link to Northfleet, should this link come forward in the future.

The journey time review in the TAA shows commercial bus services using the link across Southfleet Road and the bus gate. However, these are likely to be for Fastrack buses only.

Drawings 103780-PEF-EC-XX-M2-Y-000046 P02 'EC1 Masterplan Indicative Pedestrian and Cycle Infrastructure Crossing Layout' and 103780-PEF-EC-XX-M2-Y-000046 'EC2 Masterplan Indicative Pedestrian and Cycle Infrastructure Crossing Layout' show indicative crossing types both on and off site. This is welcomed, although specific crossings will be determined at the Reserved Matters Stage and must be in line with LTN 1/20 and Kent Design Guide (KDG).

Paragraph 3.2.1 of the TAA refers to the KCC Green Corridors segregated footway and cycle scheme that is proposed along the northeastern side of Thames Way, and states that should this scheme not be delivered by KCC, this will be delivered by the Applicant. A green line denoting the 'Green Corridors Extent' is shown on the highway plans. It is unclear why this is the specific extent given it is beyond the highway boundary line. However, reasonable endeavours should be made to include a verge separating pedestrians and cyclists from the carriageway.

In line with point 5.2.1 of the Road Safety Audit Report, the introduction of a pedestrian restraint barrier or landscaping to highlight the end of the cycleway/footway at Springhead Bridge should be considered further at the detail design stage.

Further information was provided on 10.04.24 regarding the trip generation for the leisure uses. This is considered to be acceptable.

The KCC PROW team have been consulted separately and therefore I have no further comment on the PROW element or their requested contributions that need to be secured.

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

Pedestrian and cycle connection to be made to the 'bridge to nowhere' / 'unfinished bridge' so that future links to Car Park D are available should this site come forward in the future.

Best endeavours to implement a direct pedestrian and cycle link between Thames Way and Northfleet Station, reducing journey times and creating a transport interchange between Ebbsfleet International and Northfleet Station, as identified in the Ebbsfleet Implementation Framework. Land should be safeguarded under this application for the new link.

A financial contribution towards pedestrian and cycle improvements at the A226 / Railway Street junction. Specific measures to be determined by KCC upon receipt of the funding, but in line with the Walking and Cycling audit and TAA, could include such things as relocation of signs, provision of finger post and dropped kerbs. Suggested funding of £20,000, to be provided three months prior to occupation of the site, but final contribution amount to be agreed. Should the safeguarded pedestrian and cycle connection between the site and Northfleet Station be operational prior to this, or the area has already been, (or is due to be imminently) upgraded as part of the adjacent Northfleet Harbourside development (ref: 20221064), then this contribution would no longer be required.

Unless already implemented by KCC, or due to be implemented imminently, the Applicant must implement the Green Corridors segregated pedestrian and cycle route along Thames Way, prior to first occupation. The design should ensure the issues highlighted by the Road Safety Auditor at points 2.3.5 (debris to be removed, overgrown vegetation cut back) and 2.3.6 (the footway/cycleway surfacing and subbase to be replaced) are rectified. Reasonable endeavours should be made to include a verge between the route and the carriageway.

Vehicle and cycle parking provision to be provided in line with the Ebbsfleet Development Corporation's standards, with the exception of the office employment use, for which vehicle parking is to be provided at a minimum of one space per 50 sqm unless otherwise agreed with KCC. No parking leases are to be made available to businesses or individuals to park within the multi-storey car parks as this would undermine the low parking provision and could attract additional trips to the site. Parking provision to be brought into use prior to occupation of the associated use. Appropriate parking provision for visitors, disabled users, vans, motorbikes and delivery vehicles will be required. Cycle parking should include provision for adapted bikes.

The existing Ebbsfleet International Station 'drop off' provision to be re-provided on site on a like for like basis, and open prior to the closure of the existing spaces, unless otherwise agreed with KCC.

All existing surface car park provision to be re-provided within the multi storey car parks and open prior to the closure of the same number of existing spaces, unless otherwise agreed with KCC.

Electric vehicle charging facilities to be provided in line with the relevant Building Regulations. In addition, in line with the KCC draft parking standards for all uses with off street parking, any units with less than 10 spaces are required to provide 10% active and 20% passive charging facilities. As the majority of the spaces are expected to be in covered car parks, it is requested that the required proportions set out in the Building Regulations and KCC draft standards are applicable, regardless of whether the spaces are covered or not. Chargers should be a minimum of 7kw output and SMART (enabling Wifi connection). Passive provision should include ducting and cabling. Additional charging infrastructure to be provided in the Multi Storey Car Parks.

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 and to keep the Fastrack route clear. 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 associated 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 and retained in perpetuity.

Completion of the infrastructure shown on the plans listed below. Further revisions may need to be made during appropriate Reserved Matters Application stages in order to accommodate further detail where required, to tie into on-site proposals and to reflect any changes that have been made to the network since their approval.

- 103780-PEF-EC-XX-M2-Y-000014 - P07 Thames Way / A226 signalised junction, Thames Way priority junctions x2 (EC1), & Thames Way toucan crossing. To be implemented prior to occupation of EC1 (currently known as Phase two).
- 103780-PEF-EC-XX-M2-Y-000015 - P07 Thames Way / Northfleet Terminal signalised junction & Thames Way priority junction (EC2). All works to be implemented prior to occupation of EC1 (currently known as Phase two) except the priority junction into EC2 which is to be implemented prior to first occupation of the site.
- 103780-PEF-EC-XX-M2-Y-000016 - P07 Thames Way / Ebbsfleet Gateway signal control junction & International Way / Ebbsfleet Gateway signal control junction. To be implemented prior to first occupation of the site.
- 103780-PEF-EC-XX-M2-Y-000017 – P07 Springhead Bridge / Ebbsfleet Gateway Signal Control Junction. To be implemented prior to first occupation of the site.
- 103780-PEF-EC-XX-M2-Y-000018 – P07 International Way / Ebbsfleet Gateway Roundabout mitigation. To be implemented prior to first occupation of the site.
- As per drawings 103780-PEF-EC-XX-M2-Y-000018 – P07 (Ebbsfleet Gateway / International Way) and 103780-PEF-EC-XX-M2-Y-000019 P07 (Proposed Highway Arrangements Overview), International Way must become two-way working throughout,

prior to first occupation of the site. Cycle route design along International Way (between the A2260 roundabout and Ebbsfleet International Station) to be determined at Reserved Matters Application stage.

- As per drawings 103780-PEF-EC-XX-M2-Y-000017 P07, 103780-PEF-EC-XX-M2-Y-000015 P07 and 103780-PEF-EC-XX-M2-Y-000014 P07, a 6m (minimum) walking, cycling and verge corridor to be provided along the western side of Thames Way and northern side of Ebbsfleet Gateway between the access to Car Park C and the A2260 / Springhead Bridge junction, prior to first occupation of the site.
- 103780-PEF-EC-XX-M2-Y-000040 Rev P05 Proposed Speed Limit Changes Overview, to be implemented prior to first occupation of the site. The cost of the TROs and required infrastructure to be borne by the Applicant. Changes to include:
 - Reducing the speed limit to 30mph on: (1) Thames Way and Ebbsfleet Gateway between the Stone Bridge Road / Grove Road roundabout and the existing 40mph (EB) / 50mph (WB) signs on the A2260 Ebbsfleet Gateway (west of Springhead Bridge), and (2) Southfleet Road between the International Way roundabout and the Castle Hill Drive roundabout.
 - Reduce the speed limit on the A2260 Ebbsfleet Gateway between the existing 40mph (EB) / 50mph (WB) signs, west of the junction with Springhead Bridge, and the Southfleet Road roundabout, to 40mph.

Visibility splays shown on all of the above highway plans shall be kept clear of obstructions over 600mm in height (measured from footway level) and maintained as such at all times.

In line with Kent Design Guide, emergency access into EC1 to be delivered prior to the occupation of the 50th dwelling. Secondary (linked) access into EC1 to be delivered prior to the occupation of the 300th dwelling. Two linked access points within EC2 to remain open on a permanent basis.

Provision and permanent retention of a Fastrack route through the site between Southfleet Road and Thames Way, to be available for use prior to first occupation of the site. The corridor must include a continuous 6.75m carriageway (with additional widening at bends where required to allow both 12.2m electric and 18m articulated buses to pass), a dedicated Fastrack, walking and cycling link from International Way to Southfleet Road and a new signal-controlled junction with Southfleet Road including pedestrian and cycle crossing facilities across Southfleet Road. The exact location of the junction with Southfleet Road is to be determined at either Masterplan or Reserved Matters Application stage but best endeavours should be made to implement Option Two as shown on drawing 103780-PEF-EC-XX-M2-Y-000012 P03. If, after best endeavours have been undertaken, Option Two is proven to be unachievable in this location, an alternative location on Southfleet Road should be provided, subject to agreement with KCC. If the junction with Southfleet Road is to be located north of the Eastern Quarry spur, Southfleet Road should be widened to a minimum of 6.75m between the two junctions. Adjacent footways, cycle routes and verges along the entire Fastrack route to be provided in line with appropriate street typologies defined through the Reserved Matters Applications.

Provision and permanent retention of a two-way bus gate within EC2 to permit Fastrack buses to travel between International Way and the vehicle access onto Thames Way (the junction as shown on drawing 103780-PEF-EC-XX-M2-Y-000015 P07). Exact location to be determined through Reserved Matters Applications.

A financial contribution of £63,000 for 3x four-bay semi-enclosed Fastrack bus shelters with real time information screens, (£21,000 each), prior to first occupation of the site. Exact Fastrack bus stop locations to be agreed with KCC during Reserved Matters Applications. The inclusion of green roofs should be considered.

A financial contribution of approximately £200,000 for ANPR bus lane enforcement of the Fastrack route (or other method agreed by KCC), three months prior to opening of the Fastrack only route and bus gate.

An annual Fastrack bus ticket to be offered to each resident upon first occupation of each dwelling with a maximum claim of two tickets per household. 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, or any such app that supersedes it.

Submission and approval of a Site Wide Travel Plan, prior to first occupation of the site and being in line with the Framework. A Site Wide Travel Plan Coordinator (TPC) must be appointed prior to first occupation of the site. Site wide multi modal Travel Plan monitoring including vehicle monitoring at all vehicle access points, to commence by the occupation of the 200th dwelling and/or occupation of 5,000sqm of commercial floorspace (whichever comes first), and continue on an annual basis for the life of the Travel Plan (first occupation to two 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 set out in the TAA), as that is what has been assessed. The predicted traffic generation should be clearly set out within the Full Travel Plan. Should there be a pause of more than two years of construction, monitoring can also be paused. Monitoring to resume as and when construction resumes and continue for two years post completion.

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.

Submission and approval of Individual Occupier Travel Plans is required prior to occupation of their associated use and should be based on the Site Wide Travel Plan. Showers, lockers and changing facilities to be provided for non-residential uses.

A Transport Review Group (TRG) must be established prior to the first monitoring period and shall meet on a six monthly basis unless otherwise agreed by KCC, ceasing two 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, c) Ebbsfleet Development Corporation and Gravesham Borough Council (if membership is requested by GBC) 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) discuss any Travel Plan measures that have been implemented and their success
- (c) transport related issues including any complaints received, issues with bus services
- (d) review and agree the TPC's proposed methodology for the Travel Plan monitoring surveys, and review the results
- (e) agree the implementation of remedial measures should the targets be exceeded, and
- (f) review and comment (where necessary) on the Travel Information Packs.

A Travel Plan Toolkit fund of £400 per occupied dwelling or per a certain sqm of non-residential use (to be agreed), up to a maximum of £1,000,000, to be paid at the end of each six month period. Funds to be held by the Applicant (with evidence of its existence 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, or if additional funding for the car club is required at the end of the first contract. 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 advertised and offered to residents upon occupation of their associated unit. Offer to be available for one year post occupation of the associated residential unit.

A Mobility Hub to be provided within the site prior to first occupation of the site. The hub should contain as a minimum: Electric car club vehicle with plug in charge point; electric bike hub with plug in charge point, cycle stands and lockers, cycle repair stand, cycle pump, and an information terminal. Cycle hire (including cargo cycles) and secure parcel lockers should also be considered.

Establishment of a car club and minimum provision of two car club cars (and associated spaces) to be provided upon first occupation of the site. A minimum of four additional parking spaces for potential future car club vehicles to be provided over the full build out period with exact locations to be determined through Reserved Matters Applications. Spaces can be repurposed if not required. Electric vehicle charging infrastructure must be provided for the initial car club vehicle and any additional electric car club vehicles that are introduced as chargers are not provided by car club companies. Each resident with a valid driving licence to be offered one year's free membership to the car club and £50 driving credit, to encourage take-up. Offer to be widely advertised and be made available for one year post occupation of the associated residential unit. Use of the car club should be monitored through the Travel Plan and TRG, and the operator should be encouraged to increase the number of vehicles should demand be shown to warrant it. If, after the first contract period with the car club operator ends, the car club is not yet viable, the Applicant is to fund an additional contract with the operator for the same period of time as the first contract, to allow it more time to become viable. The Travel Plan fund can be used for this purpose if agreed by the TRG.

A maximum of 30% of the HEiQ to be for GP use unless otherwise agreed with KCC.

Submission and approval of a Construction Management Plan (CMP), prior to commencement 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) delivery scheduling / timing of deliveries
- (g) monitoring methodology for all construction related vehicles to/from the site
- (h) provision of wheel washing facilities
- (i) any temporary traffic management/ signage
- (j) site operating hours
- (k) reference to any behavioural and organisational measures being implemented (reduce, rethink, retime, reroute, remodel)
- (l) provision of measures to prevent the discharge of surface water onto the highway.
- (m) consideration of other major development sites that may be under construction at the same time including Northfleet Harbourside, Lower Thames Crossing, Eastern Quarry and Northfleet West.

- (n) How bus, walking, cycling and drop off access is to be maintained throughout the construction process (access must not be prevented and delays must be avoided)
- (o) a Construction Worker Travel Plan.

Submission and approval of a Transport and Parking Strategy (T&PS), prior to first occupation of the site, and as a minimum, includes the below. Given the timescale of the build out, the T&PS 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 any permit and / or allocated parking system to be implemented.

All costs set out above 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.