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### BY EMAIL ONLY

10<sup>th</sup> February 2023

Dear Katherine,

**Re: Outline Planning Application for a proposed development at Land Surrounding Ebbsfleet United Football Club, bounded By Lower Road, Railway Line, Grove Road and The River Thames, Northfleet, Gravesend (Ref: 20221064)**

Thank you for consulting Kent County Council (KCC) on the outline planning application 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.

In summary, and in considering the application as it currently stands, the County Council, as Minerals and Waste Planning Authority, raises an **objection** on the following grounds:

Minerals and Waste: The application is contrary to national and local development plan policies on safeguarding, and would undermine the adopted Mineral Strategy in the Kent Minerals and Waste Local Plan (KMWLP), which relies heavily upon wharves and importation facilities, as land-won resources are depleted.

The County Council, as Local Highway Authority, raises a **holding objection** on the following grounds:

Highways and Transportation: The planning application fails to provide sufficient detail regarding the Framework Car Park Management Plan, the Framework Travel Plan and the walking and cycling audit. A number of key plans and strategies have not been provided, including a Transport Strategy, Construction Route Plan, a Stage 1 Road Safety Audit and Designers Response, and plans regarding site access and sustainable transport upgrades. Modelling and traffic count data is required, and further consideration is needed for trip generation and mode share.

Public Rights of Way (PRoW): The application does not sufficiently address the significant impacts of the proposed development on Public Footpath NU1 and the National Trail including the adverse effect on user amenity and visual impacts. The proposed alternative PRoW routes that have been provided are not acceptable to the County Council.

The County Council has reviewed the outline planning application and sets out its comments below:

### **Highways and Transportation**

The County Council, as Local Highway Authority, considers that the site is in a sustainable location, with short walking and cycling distances to local bus stops and both local and international railway stations. The proposals include a dedicated Fastrack route through the site and walking, cycling and car club facilities, all of which will further assist in achieving a mode shift away from the private car. However, the information provided is lacking in detail and in order for KCC to provide a robust assessment of the proposals, further information is required as set out within this response.

A number of plans / strategies that are required to be submitted with the application prior to determination have not yet been provided. These include:

- A Transport Strategy to demonstrate how the transport elements will be delivered over time.
- Detailed site access plans for all access points incorporating appropriate geometry, walking and cycling facilities, Fastrack segregation, visibility splays and tracking, to confirm these can be delivered. The plans should also incorporate the full diversion of the A226.
- Modelling results using the Kent Transport Model.
- A plan showing the areas intended for stopping up.
- A Stage 1 Road Safety Audit and Designers Response.
- Traffic count results.
- Plans showing proposed upgrades to local walking and cycling routes.
- Construction Route Plan.

Further discussion is required with regard to trip generation, mode share, distribution and committed developments, before the application is determined.

The County Council welcomes the walking and cycling audit; however, this should be expanded to include routes to additional facilities such as local bus stops, schools and the town centre for it to be acceptable.

The dedicated Fastrack route through the site is welcomed - and will be key to achieving mode shift away from the private car. The route through the site should be shown on a plan submitted as part of this planning application, along with proposed geometry, so this can be secured to any permission granted.

KCC advises that the Framework Car Park Management Plan and Framework Travel Plan need further detail. The Framework Travel Plan needs to include monitoring and review procedures and development of the Transport Review Group, for it to be acceptable.

The County Council, as Local Highway Authority, has provided detailed commentary on the application in Appendix 1 and would like to place a holding objection on the application until the above issues have been resolved.

### **Public Rights of Way (PRoW)**

The County Council would draw attention to the existence of Public Footpath NU1 and the National Trail - the England Coast Path - which are directly affected by the development site. The Footpath (NU1) is identified on the attached extract of the Network Map of Kent (Appendix 2), which is a working copy of the Definitive Map. The existence of the right of way is a material consideration and the Definitive Map and Environmental Statement provide conclusive evidence at law of the existence and alignment of PRoW. While the Definitive Map is the legal record, it does not preclude the existence of higher rights, or rights of way not recorded on it. The National Trail is a leisure opportunity of considerable importance to both Gravesham and Kent, the use of which is expected to grow in the future and is heavily promoted on a national level.

The County Council is keen to ensure that its interests are represented within the local policy frameworks of the districts in Kent. KCC is committed to working in partnership with Gravesham Borough Council to achieve the aims contained within the [Rights of Way Improvement Plan](#) (ROWIP) which relate to quality of life, supporting the rural economy, tackling disadvantage and safety issues, and providing sustainable transport choices.

The impact on both the Public Footpath and the England Coast Path will be significant and KCC does not consider that the application addresses this sufficiently. The alternative routes are not acceptable as currently proposed. It should be noted that PRoW issues cannot be determined at a later Reserved Matters stage. The County Council therefore places a holding objection on this application, as a result of the adverse effect on user amenity and visual impact, to ensure these issues are fully addressed and resolved ahead of determination of this application.

## Impact on Public Footpath and England Coast Path National Trail

Overall, the County Council considers that the references to the PRow network and the England Coast Path in the application are minimal:

- The routes do not appear on the majority of plans consistently, particularly the Illustrative Masterplan. Where the routes are shown (Transport Assessment Figure 4.4) they are not clear, and there is no correct labelling.
- Neither PRow nor the England Coast Path are mentioned in the Planning Statement document, particularly paragraph 5.205 Walking, Cycling and Public Transport.
- The routes in Figure 1 Walking and Cycling of the Walking and Cycling Assessment do not show PRow. This is available in larger print on request.
- The re-alignment of the A226 would appear to significantly impact the England Coast Path and the proposed diversion route would be unacceptable as it would appear adjacent to the new stadium - it is unclear and there is lack of detail. The Natural England report for the section of the England Coast Path refers to *'the proposed re-development of the area, where there may be an opportunity to align the trail closer to the coast'*. All options should be fully explored with the County Council and Natural England, and a Variation Report will be necessary for the diversion of the National Trail, before the application is determined. Any diversion of the PRow route will require County Council approval as the Local Highway Authority, and both these issues require engagement at this stage to resolve, and not later in the planning process.

## General Comments

The County Council requires the following:

- A PRow Scheme of Management to be secured through a condition, detailing the PRow affected, including the England Coast Path, to cover the diversion procedure to enable a timely and legal delivery of any development; construction management (routes must remain open and safe for public use) and width, surface and signage on completion. Any phasing must ensure the delivery of infrastructure to support the development. This scheme of management to be approved by the County Council prior to the commencement of any works.
- Any Travel Plan submitted as part of the application must include the PRow network and opportunities provided for both active travel and leisure, health and wellbeing.

## Section 106 (S106) / Contributions

KCC recognises that there is no mention of the wider PRow network within the Green Transport and Highways section of the S106 Agreement Heads of Terms. This should be amended as the County Council would request contributions as mitigation for the impact of the development on the PRow and to provide improvements to the wider connectivity. This is in line with the KCC ROWIP, a statutory KCC policy. The County Council considers that mitigation in the form proposed of new signage, planting and drop kerb crossings is not considered appropriate or sufficient.

The County Council would also draw attention to the following comments to the Applicant:

- No furniture, fence, barrier or other structure may be erected on or across PRow without the express consent of the Local Highway Authority.
- There must be no disturbance of the surface of the PRow, or obstruction of its use, either during or following any approved development without the express consent of the Local Highway Authority.
- No hedging or shrubs should be planted within 1 metre of the edge of the PRow.
- Any planning consent given confers no consent or right to close or divert any Public Right of Way at any time without the express permission of the Local Highway Authority.
- No Traffic Regulation Orders will be granted by the Local Highway Authority for works that will permanently obstruct the route unless a diversion order has been made and confirmed. If the Applicant needs to apply for a temporary traffic regulation order whilst works are undertaken, the County Council would need six weeks notice to process this.

### Development Investment

The County Council has assessed the implications of this proposal in terms of the delivery of its community services and is of the opinion that it will have an additional impact on the delivery of its services. These impacts will require mitigation, either through the direct provision of infrastructure or the payment of an appropriate financial contribution.

The Planning Act 2008 and the Community Infrastructure Levy Regulations 2010 (the CIL Regulations) (Regulation 122) require that requests for development contributions of various kinds must comply with three specific legal tests:

1. Necessary,
2. Related to the development, and
3. Reasonably related in scale and kind These tests have been duly applied in the context of this planning application and give rise to the following specific requirements (the evidence supporting these requirements is set out in the attached Appendices).

### Request Summary

	Per Applicable <sup>1</sup> House (NIL)	Per Applicable Flat (x 1,589)	Total	Project
Primary Education	Nil	£1,700	£2,701,300.00	Towards expansion of a school locally within the KCC North Kent Education Area
Primary Land	Nil	Nil	Nil	N/a

<sup>1</sup> 'Applicable' excludes: 1 bed units of less than 56 sqm GIA, and any sheltered accommodation. Please confirm the number of 1 bed units proposed and that they are below this threshold.



<b>Secondary Education</b>	Nil	£1,294	£2,056,166.00	Towards any secondary school within three miles of the development
<b>Secondary Land</b>	Nil	£878.58	£1,396,063.60	Towards secondary school land for any secondary school within three miles of the development
<b>Special Education Needs and Disabilities (SEND) School</b>	Nil	£126.29	£200,674.81	Towards a SEND school within the KCC North Kent Education Area
<b>Special Education Needs and Disabilities School Land</b>	Nil	Nil	Nil	N/a

	<b>Per Dwelling (x 3,500)</b>	<b>Total</b>	<b>Project</b>
<b>Community Learning</b>	£16.42 <sup>2</sup>	£57,470.00	Towards additional equipment, services, and resources to assist with the education and training of the new learners arising from this development at Gravesham Adult Education Centre
<b>Youth Service</b>	£65.50	£229,250.00	Towards youth service resourcing arising from this development or Miracles Youth Centre.
<b>Library Service</b>	£55.45	£194,075.00	Library service resourcing arising from this development or Gravesend Library .
<b>Social Care</b>	£146.88	£514,080.00	Towards specialist care accommodation, assistive technology systems and equipment to adapt homes, adapting community facilities, sensory facilities, and Changing Places arising from this development or at Age UK Fleming Resource Centre, Gravesend.
	All Homes built as Wheelchair Accessible and Adaptable Dwellings in accordance with Building Regs Part M 4 (2)		
<b>Waste</b>	£129.20	£452,200	Ebbsfleet Waste Transfer Station
<b>Highways</b>	<i>Kent Highway Services will respond separately</i>		

<sup>2</sup> Please note that these figures are to be index linked by the BCIS General Building Cost Index from April 2020 to the date of payment (Apr-20 Index 360.3). They are valid for 3 months from the date of this letter after which they may need to be recalculated due to changes in district council housing trajectories, on-going planning applications, changes in capacities and forecast rolls, projects and build costs.

### *Justification for infrastructure provision/development contributions requested*

The County Council has modelled the impact of this proposal on the provision of its existing services and the outcomes of this process are set out below and in Appendices 3a – 3d.

#### *Education*

KCC is the Statutory Authority for education and is the Strategic Commissioner of Education Provision and provides the following commentary below.

##### *Primary Education*

The impact of this proposal on the delivery of the County Council's services is assessed in Appendix 3a.

The proposal gives rise to additional primary school pupils during occupation of the development. This need, cumulatively with other new developments in the vicinity, can only be met through a new primary school.

This proposal has been assessed in accordance with the adopted KCC Development Contributions Guide methodology of 'first come, first served' assessment; having regard to the indigenous pupils, overlain by the pupil generation impact of this and other new residential developments in the locality.

##### *Secondary School Provision*

The impact of this proposal on the delivery of the County Council's services is assessed in Appendix 3a.

A contribution is sought based upon the additional need required, where the forecast secondary pupil product from new developments in the locality results in the maximum capacity of local secondary schools being exceeded.

The proposal is projected to give rise to additional secondary school pupils from the date of occupation of this development. This need can only be met through the provision of new accommodation at the secondary school and will be provided and delivered in accordance with the timetable and phasing in the Local Planning Authority's Infrastructure Delivery Plan, where available.

KCC notes that this process will be kept under review and may be subject to change as the Local Education Authority will need to ensure provision of the additional pupil spaces within the appropriate time and at an appropriate location.

It is also noted that this process will be kept under review and may be subject to change, including possible locational change, as the Local Education Authority has to ensure provision of sufficient pupil spaces at an appropriate time and location to meet its statutory

obligation under the Education Act 1996, and as the Strategic Commissioner of Education provision in the County under the Education Act 2011.

KCC will commission additional pupil places required to mitigate the forecast impact of new residential development on local education infrastructure generally in accordance with its [Commissioning Plan for Education Provision](#) (2022-2026) and [Children, Young People and Education Vision and Priorities for Improvement](#) (2018-2021).

### *Community Learning*

The County Council provides community learning facilities and services for further education in line with KCC policies as set out in [Framing Kent's Future](#) (2022-2026). Community Learning and Skills (CLS) helps people moving to a new development overcome social isolation and encourages community cohesion, as well as improving skills in a wide range of areas.

There is an assessed shortfall in provision for this service. The current adult participation in both District Centres and Outreach facilities is in excess of current service capacity, as shown in Appendix 3b, along with the cost of mitigation.

To accommodate the increased demand on KCC Community Learning, the County Council requests £16.42 per dwelling towards the cost of providing Community Learning Project, local to the development.

### *Youth Service*

KCC has a statutory duty to provide Youth Services under section 507B of the Education Act 1996. This requires KCC, so far as reasonably practicable, to secure sufficient educational leisure-time activities and facilities to improve the well-being of young people aged 13 to 19 and certain persons aged 20 to 24.

To accommodate the increased demand on the Kent Youth Service, the County Council requests £65.50 per dwelling towards additional resources for the Youth Service locally.

### *Library Service*

KCC is the statutory Library Authority. Under the Public Libraries and Museums Act 1964, the County Council has a statutory duty to provide 'a comprehensive and efficient service'. The Local Government Act 1972 also requires KCC to take proper care of its libraries and archives.

Borrower numbers are in excess of capacity, and bookstock in Northfleet items per 1000 population is below the County average of 1134 and both the England and total UK figures of 1399 and 1492, respectively.



To mitigate the impact of this development, the County Council will need to provide additional services, equipment, and stock to meet the additional demand generated by the people residing in these dwellings.

The County Council therefore requests £55.45 per household to address the direct impact of this development, and the additional services, equipment and stock will be made available locally at the local library or mobile library service, as and when the monies are received.

### *Adult Social Care*

The impact of this proposal on the delivery of the County Council's services is assessed in Appendix 3c.

KCC is the Statutory Authority for Adult Social Care. The proposed development will result in additional demand upon Adult Social Care Services, including older persons and adults with learning / neurodevelopmental / physical disabilities and mental health conditions. Existing care capacity is fully allocated, with no spare capacity to meet additional demand arising from this and other new developments.

To mitigate the impact of this development, KCC Adult Social Care requires:

- A proportionate monetary contribution of £146.88 per household (as set out in Appendix 3c) towards specialist care accommodation, assistive technology systems and equipment to adapt homes, adapting community facilities, sensory facilities, and [Changing Places](#) locally.
- In June 2019, the Department for Levelling Up, Housing and Communities identified in guidance that the need to provide housing for older and disabled people is critical. Accessible and adaptable housing enables people to live more independently and safely, providing safe and convenient homes with suitable circulation space, bathrooms, and kitchens. Kent Adult Social Care requests these dwellings are built to Building Reg Part M4(2) standard (as a minimum) to ensure that they remain accessible throughout the lifetime of the occupants, meeting any changes in the occupant's requirements.

### *Waste*

Kent County Council is the statutory Waste Disposal Authority for Kent, responsible for the safe disposal of all household waste, providing Household Waste Recycling Centres (HWRC) and Waste Transfer Stations (WTS). Each household produces an average of a quarter of a tonne of waste per year to be processed at HWRCs and half a tonne per year to be processed at WTS'. Existing HWRCs and WTS' are running at capacity and additional housing will create a significant burden on the manageability of waste in Kent.

A contribution of £129.20 per household is required towards the waste facilities at Ebbsfleet, to mitigate the impact arising from this development, and accommodate the increased waste throughput within the Borough.

The County Council previously responded to the Environmental Impact Assessment (EIA) Scoping Report on 8<sup>th</sup> September 2022 and considered that waste should be scoped into the Environmental Statement. This is due to the potential impact upon this service from the proposed development and the misconception that landfill capacity was the determining factor in their EIA concluding a negligible impact.

KCC is therefore pleased to see that waste features as a chapter within the Environmental Statement and is supported by a Waste Strategy in the appendices.

However, the focus remains solely on available landfill capacity in determining the impact of the proposed development on waste facilities. As stated in the County Council's EIA Scoping Report response, the consideration of landfill as the only final disposal option for waste in Kent is incorrect. KCC disposes of less than 2% of waste to landfill and this is not kerbside collected household waste. All household waste is diverted, either to an energy from waste facility or to multiple recycling facilities, where waste is recovered and treated as a resource for recycling or energy production. The Environmental Statement must have consideration of the capacity at these alternative final disposal facilities. The sole consideration of landfill as the final disposal option also conflicts with the Environmental Statement which states that '*space to hold bins for Mixed Dry Recyclables, Food and Residual waste streams*' will be provided.

Additionally, in order for waste from developments such as that proposed to reach these final disposal facilities, it must first be taken to a WTS for bulking. The whole of the Gravesham District is currently served by a single transfer station, which is already at capacity. The County Council considers that the provision of an additional 3,500 homes will place an unsustainable burden of demand upon KCC waste disposal services and therefore informed mitigations should be identified within the Environmental Statement / Waste Strategy.

KCC does not agree with the concluding statement of the Non-Technical Summary in paragraph 110 '*Considering the waste management infrastructure available capacity within the region, the impacts of the waste arising from the Proposed Development will be minimal and will not result in likely significant effects upon waste infrastructure once operational*'. KCC would therefore recommend that this sentence is revised.

#### *Waste Management and Recycling Management Strategy*

The County Council considers that paragraph 1.3 within the Strategy is misleading, as kerbside collected waste is not sent to landfill, it is sent to an Energy from Waste Facility. In addition, food waste is not composted but sent to an AD plant.

KCC notes that Table 1 Waste and Recycling Management Policies omits the [Kent Waste Disposal Strategy](#), a key document in setting out KCC's current position, identifying the future pressures and outlining how the County Council will maintain a sustainable waste management service.

In respect of paragraph 6.9, whilst KCC supports innovation, consideration of the contamination levels arising from use of a system such as this need to be further explored and demonstrated that this will not impact negatively on recycling rates.

Chapter 8 Waste Disposal is focused on available landfill capacity, which is not considered appropriate. Gravesham Borough Council as the Waste Collection Authority collects the household waste and brings it to the KCC WTS at Pepperhill for bulking before being transported to its final disposal outlet. For Kent, this does not include landfill.

The assessment in Paragraph 8.2 acknowledges '*that at least 75% of the total operational waste is considered to be MDR / recycling waste, that will be sent to household waste recycling facilities (for residential apartments)*'. KCC notes that kerbside collected household waste does not get sent directly to a Household Waste Recycling Facility as indicated, but is first sent to the KCC Pepperhill WTS for bulking before being transported to a Materials Recycling Facility (MRF) under Contract. The KCC Pepperhill WTS is at capacity and cannot sustainably accommodate the tonnages from the proposed development. The assessment does not consider the impact of significant volumes of mixed dry recyclables on the local waste infrastructure.

The anticipated residual waste arisings from the development are assessed against landfill void capacity, which the County Council notes is incorrect. After collection by Gravesham Borough Council and bulking at the KCC Pepperhill WTS, they are sent to the Allington Energy from Waste Plant. The impact of some 31,344m<sup>3</sup> per annum of residual waste on the KCC Pepperhill WTS is not negligible as this facility is at capacity.

#### *Broadband: Fibre to the premise/gigabit capable*

KCC recommends that all developers work with a telecommunication partner or subcontractor in the early stages of planning to decide on the appropriate solution and the availability of the nearest connection point to high-speed broadband. Most major telecommunication providers are now offering next-generation access broadband connections free of charge to developers. The County Council notes that further details are available on their websites and would recommend that the Applicant has consideration of this matter.

#### *Implementation*

The County Council is of the view that the above contributions comply with the provisions of CIL Regulation 122 and are necessary to mitigate the impacts of the proposal on the provision of those services for which the County Council has a statutory responsibility. Accordingly, it is requested that the Local Planning Authority seek a S106 obligation with the developer/interested parties prior to the grant of planning permission. The obligation should also include provision for the reimbursement of the County Council's legal costs, surveyors' fees and expenses incurred in completing the agreement, and County monitoring fee of £500 for each trigger within the agreement. KCC would request that a draft copy of any S106 agreement or unilateral undertaking is shared at the earliest convenience prior to its finalisation.

KCC would request confirmation for when this application will be considered and that the County Council is provided with a draft copy of the Committee report prior to it being made publicly available. If the contributions requested are not considered to be fair, reasonable, and compliant with CIL Regulation 122, it is requested that the County Council is notified immediately and to allow at least 10 working days to provide such additional supplementary information as may be necessary to assist the decision-making process in advance of the Committee report being prepared and the application being determined.

## **Minerals and Waste**

The County Council, as the relevant Mineral Planning Authority, strongly objects to the proposal on the grounds that it is contrary to national and local development plan policies on safeguarding and would undermine the adopted Mineral Strategy for Kent which relies heavily upon wharves and importation facilities as land-won resources are depleted. Robins Wharf is an important facility as it provides a sustainable means of importing the aggregate building materials needed to support economic growth and is well placed to serve Kent and London. The latter has a reported finely balanced aggregate mineral importation capacity (wharfage) and may well require imports from other areas (including Kent) to ensure the capital's growth is sustainably supported if it returns to the sales and consumption ratio seen in 2010 to 2018 (see paragraph 4.10 of the London Annual Monitoring Report 2019). It also provides facilities for concrete manufacture and coated asphalt products.

The wharf and its associated mineral based product facilities can operate in a largely unconstrained manner in the locality given the planning permissions it operates to, therefore taking full advantage of the River Thames as a means of achieving sustainable transportation of the bulk raw materials with great flexibility. This in turn enhances the safeguarded wharf to then provide aggregates and mineral based construction products to the immediate market efficiently. Loss of this importation facility would undermine both aggregate supply that is becoming more reliant on importation and adversely affect sustainable transport of such materials if greater reliance, through time, is placed on increased road transportation. Therefore, the proposal is contrary to the NPPF, as it does not accord with the need to safeguard existing sites for the bulk transport, handling and processing of minerals, the manufacture of concrete and associated products such as coated asphalt materials.

The adopted KMWLP 2020 in turn identifies Robins Wharf as such a site with its associated facilities that require to be safeguarded to allow a steady and adequate supply of aggregate materials to support sustainable development in Kent. In light of the economic importance of wharves to the county and the delivery of a sustainable minerals strategy, there is a presumption in planning policy that these sites are safeguarded. Any development that proposes the loss of such facilities needs to robustly demonstrate that it satisfies the exemption criteria of the safeguarding policies in the KMWLP. The application asserts a number of arguments to justify an exemption, but these are not considered sufficient to set aside the presumption to safeguard.

The Applicant asserts that the regenerative advantages of the proposal are of such a scale and importance in meeting the Gravesham Local Plan's objectives that they override the

presumption to safeguard the importation facility. The adopted Gravesham Local Plan not only has policies to safeguard the sustainable transport commercial importation sites (Robins Wharf is one such facility, see Policy CS07: Economy, Employment and Skills, paragraph 5.1.37 and Policy CS11: Transport). Moreover, the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area delineates Key Sites where the focus of regenerative development of this scale would be more appropriately located. Therefore, to deliver this regenerative development would needlessly incur the loss of the safeguarded wharf and compromise sustainable transport objectives of the Gravesham Local Plan. The Applicant's proposal does not accord with the adopted Gravesham Local Plan policies and is a departure from its spatial objectives.

With regard to the Applicant's assertion that the loss of the mineral importation wharf is justified and that its capacity is not needed, it is the County Council's view that the Applicant has failed to satisfy either exemption criteria 6 or 7 of Policy DM 8: Safeguarding Minerals Management, Transportation, Production and Waste Management Facilities as the area of the proposal is outside the main areas identified for regeneration in the Local Plan. The need, therefore, to deliver it at the application site is not overriding (exemption criterion 6). Furthermore, the Applicant has used out-of-date monitoring data and failed to understand the importance of maintaining all mineral importation capacity, as this underpins the whole strategy of the adopted KMWLP in providing for a steady and adequate supply of aggregate minerals, as required by the NPPF.

The Applicant's assertion that sufficient available capacity to import aggregate minerals will continue to exist, even with the loss of Robins Wharf as this will not be needed (exemption criterion 7) as sufficient unused 'headroom' importation capacity exists, is a fundamentally misguided argument. Indications are that the available capacity 'head room' will increasingly be utilised even if overall aggregate mineral demand remains static, as the Kent land-won sector for the sharp sands and gravels is rapidly depleting. Moreover, any increase in overall demand will inevitably place additional strain on all available importation capacity, both in Kent and the proximate London area, where there is little if any mineral importation capacity headroom. Wharf sites are considered generally irreplaceable once lost, therefore it remains imperative to retain all importation capacity into the future. Neither exemption criterion (6) or (7) of the relevant safeguarding policy can be said to have been satisfied by the Applicant's submitted Mineral Infrastructure Assessment.

The County Council, as the relevant Mineral Planning Authority, is willing to maintain a dialogue with Gravesham Borough Council on the matter of mineral supply and importation and the safeguarding of importation and associated mineral products facilities in order to assist the Borough Council if this would be helpful.

KCC has provided detailed commentary on the application in Appendix 4.

### **Sustainable Urban Drainage Systems (SuDS)**

The County Council, as Lead Local Flood Authority provided comments direct to Gravesham Borough Council on 28 November 2022 (Appendix 5).

## **Heritage Conservation**

The County Council provided comments direct to Gravesham Borough Council on 14 December 2022 (Appendix 6).

## **Biodiversity**

The County Council provided comments direct to Gravesham Borough Council on 7 December 2022. (Appendix 7).

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The County Council will continue to work closely with Gravesham Borough Council to help to ensure the delivery of new housing and infrastructure in response to local needs. The County Council will welcome further engagement with Gravesham Borough Council and the Applicant on the matters raised in this response.

If you require any further information or clarification on any matter, please do not hesitate to contact me.

Yours sincerely,



**Simon Jones**  
**Corporate Director, Growth Environment and Transport**

Enc.

Appendix 1: Local Highway Authority Detailed Response

Appendix 2: Extract of the Network Map

Appendix 3a: New School Land Costs Mk6 SEN

Appendix 3b: Communities Assessment (Master Nov 19)

Appendix 3c: Social Care Assessment (Master May 22)

Appendix 3d: Waste Assessment (Master May 22)

Appendix 4: Minerals and Waste Planning Authority Detailed Response

Appendix 5: Lead Local Flood Authority commentary - provided direct to the LPA on 28.11.2022

Appendix 6: KCC Heritage Conservation commentary – provided direct to the LPA on 14.12.2022

Appendix 7: KCC Biodiversity commentary - provided direct to the LPA on 07.12.2022



The site is in a sustainable location, with short walking and cycling distances to local bus stops and both local and international railway stations. The proposals include a dedicated Fastrack route through the site and walking, cycling and car club facilities, all of which will further assist in achieving a mode shift away from the private car. However, in order for KCC to provide a robust assessment of the proposals, further information is required.

A pre-application meeting took place with the applicant on 8<sup>th</sup> July 2022 and subsequent to that the applicant was sent a letter dated 19<sup>th</sup> July 2022 setting out the local highway authority's pre-application advice. In this letter it was requested that a Transport Strategy should be prepared and submitted with the application, to demonstrate how the transport elements will be delivered over time. Although a Transport Assessment (TA) has been submitted which has considered and assessed the transport impacts upon completion of the Development, a Transport Strategy is required as a live document and umbrella to the suite of other documents including the Framework Car Park Management Plan (CPMP), Framework Travel Plan (FTP), Framework Delivery and Servicing Plan (FDSP) and Framework Construction Traffic Management Plan (FCTMP). The Transport Strategy should carefully consider how the phasing of transport infrastructure (which is discussed in the Design and Access Statement (DAS)) would be delivered, which is important given the scale of the site and long build out programme of approximately nine years.

Detailed comments on the application documents relevant to transport issues are set out in turn in the subsequent paragraphs.

### **Transport Assessment**

In paragraph 1.2 it should be noted that the site is nearer to Gravesend than Dartford, with it being four kilometres from Gravesend town centre.

Figure 2.2 only shows the 2 kilometre walk isochrones and not the 800 metre isochrones as well, which are helpful in illustrating what is accessible within a 10 minute walk. The 800 metre isochrones should also be provided.

Paragraph 2.13 refers to bus stops on Taunton Road. A description of the walking route between the site and the bus stops should be provided, include the crossing opportunities.

Paragraph 2.29 notes that accident data from Crashmap has been analysed and not data from Kent County Council (KCC). An analysis of the KCC data should be provided as part of a supplementary Transport Assessment.

Although not yet adopted, the applicant should consider the relevance of policies contained within the Gravesham Borough Council Regulation 18 Stage 2 Consultation Part 1: Local Plan Core Strategy Partial Review and Site Allocations and Part 2: Draft Development Management Policies documents. For each of the policy documents set out in Chapter 3, it should be demonstrated how the development proposals comply with the policies, rather than just list out the relevant policies.

A plan is required showing what is proposed at podium level. In particular, this should show the route of the proposed diversion of the A226 Galley Hill Road. The design of the diverted route will need to be assessed since it forms part of the site access arrangements. The diverted route under the podium should have a low-level verge to be maintained for emergency use by vehicle occupants and to maintain the design sight-lines on bends. A verge should be provided for an emergency walkway and it should be designed to the guidance and recommendations in the Department for Transport publication Inclusive Mobility. It is understood that this route also provides access for refuse collection at the stadium. How will this route accommodate the manoeuvres of refuse vehicles?

Figure 4.3 does not provide sufficient details of the proposals for the road layout. The changes proposed in paragraph 4.13, notably the realignment of the A226 and related junction alterations, as well as the proposed segregated Fastrack route should be shown on a plan. Further to this, what is the internal road hierarchy? What are the proposed primary route(s), secondary routes and potentially tertiary routes?

Paragraph 4.24 sets out the proposed six vehicular site access points. Although this is an outline planning application, means of access into and out of the Site from the highway network is being determined at this stage. It is therefore important that the proposals for each access point are clearly understood and assessed. As requested in the pre-application advice, site access plans (including changes to the highway) should be provided at an appropriate scale (1:500) including pedestrian and cycle access points, the highway boundary (which can be obtained by contacting [highwaydefinitionsearches@kent.gov.uk](mailto:highwaydefinitionsearches@kent.gov.uk)), appropriate vehicle visibility splays, vehicle tracking, and appropriate pedestrian and cycle crossings. Vehicle tracking is particularly important given that the diverted A226 Galley Hill Road would be used by a significant proportion of goods vehicles associated with the existing industrial units in the local area. Vehicle tracking should demonstrate that the proposed amendments to the A226 Galley Hill Road can safely accommodate 16.5 metre Heavy Goods Vehicles. The appropriate access points should be tracked for a 12.2 metre electric bus but also checked for an 18 metre articulated bus, as has been the case for other developments. KCC will not generally accept lane widths of 3 metres. 3.6 metres is desirable and 4 metres is required where there are double turning lanes at junctions. Narrower lanes will cause safety issues for motorists with little margin for error, particularly where larger vehicles are involved. Is it intended that dedicated facilities for cyclists are provided at any of the site access points? Any cycle crossing points should be designed in line with LTN 1/20 and shown on the access plans.

An adoption plan should be provided where possible and a plan of the highway land proposed to be stopped up. As Galley Hill Road is an A class road, any changes to this highway should be designed to DMRB standards.

Paragraph 4.53 states one cycle parking space will be provided for each dwelling. Whilst this is in line with SPG4, EDC's Sustainable Travel Strategy requires one per bedroom, which may be more appropriate in this location and given the low parking provision.

Paragraph 5.25 states mode share for Ebbsfleet is 60%. This is incorrect.

Paragraph 6.8 states "*public transport model and associated variable demand model calculations will not be carried out for this task order as this assessment is not required by KCC*". To be clear, whilst it was agreed not to use the KTM for this purpose, it was requested that the PT element was assessed in a desk based assessment i.e calculate journey times using timetables and modelling results.

Paragraph 8.4 refers to a signal scheme proposal for junction 4 associated with Blue Lake. To confirm, the Blue Lake site does not have planning permission, nor does it have a live application.

Appendix J contains plans showing the proposals for the A226 Thames Way / B2175 Stonebridge Road and the A226 Galley Hill Road / Northfleet Industrial Estate junctions, at a scale of 1:1000 at A3. Break lines are shown where the road continues. However, this is not sufficient and the full road layout should be shown for the diverted section of the A226. A control / monitoring system such as UTMC must be included in the detailed design proposals for all signal junctions. These plans should also be updated with the additional information requested above. The proposed speed limits should also be clarified. On the B2175 Stonebridge Road, the existing pedestrian crossing facility at the roundabout is proposed to be removed. This should instead be replaced with a signalised pedestrian crossing. What are the access proposals for the existing Plough / Golden Grill in this location? No plans have been submitted for the other site access junctions, but these are required.

A Stage 1 Road Safety Audit was requested as part of the pre-application advice. However, this is outstanding and should be submitted along with the Designers Response to determine the acceptability of the access proposals. Any departures from standards must be highlighted.

Further detail is required regarding the proposed Fastrack Route. Specifically, this includes the following points:

- What is the route for Fastrack across the site? How does this relate to the cross-section for the Bus Corridor shown in Figure 4.5?;
- How does the proposed segregated Fastrack route connect to the road network at either end of the segregated section? Plans showing the proposed junctions should be submitted (one of

which is noted as the Grove Road / B2175 Stonebridge Road junction), which should include Fastrack priority measures such as bus gates and green wave at signals;

- How does the mode share presented in Table 4.2 relate to the actual forecast of passenger numbers? Has this been based on 2011 or 2021 Census data?
- Where would the bus stops within the site be located (this should be shown on a plan) and what facilities would be provided at these bus stops? and
- How would the proposed segregated Fastrack route affect existing Fastrack journey times?

What are the proposals for commercial bus services? In addition to Fastrack, routes 3, 34, 306, 480 Sapphire, 490 Sapphire and X55 currently serve stops within the site. How are the bus stops known as Taunton Road impacted by the proposed diversion of the A226 Galley Hill Road?

Figure 4.4 shows the pedestrian access points. It does not show a pedestrian route connecting onto Grove Road and this should be reconsidered. The redevelopment of the site bordering the eastern side of Grove Road, along with associated pedestrian and segregated cycle upgrades to Grove Road, is uncertain. Therefore, since this site shares a boundary with Grove Road to the east, pedestrian and cycle improvements to Grove Road should be considered as part of the proposals.

How do the pedestrian routes shown in figure 4.4 relate to the proposed diversion of the Public Right of Ways referred to in paragraph 4.27, including KCC's ambition to divert the English Coastal Path through the site upon completion of the development? PROW NU1 and National Trail, the England Coast Path will be affected, and further information is required. Please see separate comments from the PROW team.

Figure 4.6 shows the cycle access points. Similarly to pedestrians, it does not show a cycle route connecting onto Grove Road. Indeed, whilst several north-south cycle routes are shown, there is a lack of east-west cycle routes shown on figure 4.6. There is likely to be an existing demand for cyclists travelling from the B2175 Stonebridge Road which should be accommodated. 3 metre shared footway / cycleways as referenced in paragraph 4.31 and shown in Figure 4.5 are not acceptable. This also applies to the realigned A226 Galley Hill Road which is proposed to provide facilities for cyclists. Cycleways should be segregated from footways to provide high quality and attractive routes for pedestrians and cyclists. This is made clear in LTN 1/20 which states that "*on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians.*" A 0.5m verge is proposed, but KCC require a minimum of 1 metre in width to be a functional component of the public realm.

It is assumed that the cross sections shown in Figure 4.5 relate to the realigned A226 Galley Hill Road (the HGV Access Corridor) and the segregated Fastrack route (the Bus Corridor), but this should be made clear and further commentary will subsequently be provided.

The principle of a Mobility Hub is supported. The proposed location should be shown on a plan, since it is important for it to be conveniently located and accessible by a range of sustainable modes. It should include all of the features listed in paragraph 4.36 of the TA.

Table 4.2 presents the car ownership data from the 2011 Census for the local area. This supports the assertion that the existing levels of car ownership are low for flats and maisonettes. It is also acknowledged that with appropriate sustainable travel measures, including a car club and mobility hub, there is potential for a further reduction in car use at the site. With this in place, an overall residential parking provision of 0.5 spaces per unit may be acceptable.

Please provide further evidence to show how many car club vehicles are required, so these can be secured. The EDC Sustainable Travel Strategy states "*The aim should be for every resident to have access to at least two car club parking bays within 5 minutes walking radius*".

For non-residential uses, the proposed car, EV, motorcycle and disabled parking provision for each land use should be set out against the relevant parking standard to allow the proposed provision to be assessed. The scope to reduce overall parking through shared provision can then be explored. Will any parking for the existing uses be retained? Does sufficient capacity exist on alternative modes to meet demand and ensure there are a choice of modes available as alternatives to the private car? The

Ebbsfleet United Football Stadium website currently directs drivers to park in Ebbsfleet International Car Park C. Do the proposals also include promoting the Station to park? Ebbsfleet International Car Parks are currently included in the Ebbsfleet Central application which is currently live (EDC/22/0168).

The applicant has indicated that their intention is to use the Kent Transport Model to assess the highway impacts of the proposals, which is supported. KCC looks forward to further discussions with the applicant regarding the model inputs and outputs. In the interim, some initial comments on Chapter 5 on Trip Generation and Chapter 6 on Traffic Assessment Methodology are given in the following paragraphs.

As set out in the pre-application advice, it was recommended that the traffic associated with the existing uses to be replaced by the Development was surveyed. This has not been undertaken and it has instead been decided not to discount the existing uses from the proposed development traffic. This methodology is acceptable.

Paragraph 5.8 states that Private Flats have been used to derive residential trip rates. However, the TRICS output in Appendix G shows that Mixed Private Housing trip rates have been used. The total vehicular residential trip rates presented in Table 5.4 are different from those in Appendix G. Please confirm the correct trip rates. Table 5.4 should also provide the unit (e.g., per dwelling or 100 sqm etc).

Why has the trip attraction for the stadium not been considered and why is it excluded from Table 5.4, when paragraph 6.28 states that the assessment will consider the stadium fully operational at maximum capacity of 8,000 spectators? The discrepancy should be clarified. Whilst the stadium is an existing use, the current capacity is 4,769 (of which 2,179 are seated), whilst the proposed capacity is stated to be an uplift to 8,000 seats in paragraph 4.3. The Design and Access Statement states that it could also hold major events of between 10,000 – 18,000 visitors. How often would major events take place? It is recommended that an Event Management Plan is submitted for review and secured by planning condition.

The two retail factory store surveys undertaken on a Sunday do not provide a robust basis on which to assess the weekday AM and PM peak hours, particularly since Sunday trading hours are different.

Whilst the principle of applying an internalisation factor to trip rates at a mixed use development is accepted, the factors set out in paragraph 5.18 should be supported by evidence to justify the reductions.

The mode shares are presented in Table 5.6 of the TA. For the residential development, 29% of trips as car driver appears too low, as does just 3% of trips by rail, given the convenience and attractiveness of commuting to London for work from the site. The vehicle occupancy and pedestrian mode shares look significantly high. Further evidence / justification is required in order for this to be accepted.

The assessment scenarios should also consider With and Without Ebbsfleet Central scenarios, since the Ebbsfleet Central site is located in proximity to the development site and the planning application has not yet been determined.

The traffic counts listed in paragraph 6.24 have not been provided for review and are required (Excel format would be appreciated). Plans should be provided (to scale) showing assumed geometry for the model inputs.

Paragraph 6.35 states that traffic has been distributed in accordance with existing turning movements. This is too simplistic for a development of this scale and is not acceptable. Distribution, including the use of 2011 / 2021 Census journey to work data can be discussed in more detail as part of the KTM work.

The ability of the railway network to accommodate the increase in demand should be explored and confirmed, assuming a worst-case scenario. This was requested during pre-application advice and has not been set out in the Transport Assessment.

## **Pedestrian and Cycle Audit**

A desk-based audit of the existing walking and cycling routes has been undertaken from the site boundary to Ebbsfleet International Station, Northfleet Railway Station and Swanscombe Railway Station. A desk-based audit is not sufficient to provide an accurate assessment and a site visit should be undertaken instead.

It is unclear whether the audit assesses the existing situation or the future scenario with the development in place. For example, the proposals show the need to cross the B2175 Stonebridge Road to access Northfleet rail station. However, the site access proposals provided in Appendix J of the Transport Assessment do not show a pedestrian crossing facility on the B2175 Stonebridge Road to replace the existing crossing.

In terms of the routes considered, whilst the routes to the nearest rail stations are important, routes to the nearest town centres, primary and secondary schools should be assessed as well. This is particularly the case for schools since the proposals comprise approximately 3,500 residential units.

The audit states that segregation for cyclists along the route to Northfleet rail station could make this route more attractive to cyclists. It also states that pedestrian crossings on the route to Ebbsfleet station should be moved to the desire lines. Plans illustrating the exact location of these proposals should be submitted.

A description of the facilities at Northfleet Station for pedestrians and cyclists should be included in the audit / within paragraph 2.16 of the TA. Improvements may be required.

### **Framework Travel Plan**

The FTP does not provide sufficient detail in respect of the proposed measures, monitoring and review mechanism. It should be expanded with further details provided on, but not limited to the following:

- The type of cycling parking which is proposed since residential and non-residential uses will have different requirements. Cycle parking should be high quality to ensure it will be safe and well-used. A proportion of cycle parking spaces should be designed for disabled / adapted cycles and bikes for hire should be included and costed within the FTP;
- Showers, lockers and changing facilities should be provided for use by the non-residential uses on the site;
- The Mobility Hub should be referred to in the FTP, since it could function as a focal point for the proposed travel planning measures;
- The targets should be considered alongside the trip generation set out in the TA, once it has been agreed;
- Why is the target only 5% reduction in car based trips? The standards approach is 10%.
- What remedial measures would be taken should the Travel Plan not achieve its targets?
- A proposal to establish a Transport Review Group, of which the Travel Plan Co-Ordinator would form part of as well other key stakeholders which should be identified;
- The review and reporting should be managed through the Transport Review Group;
- The monitoring mechanism should acknowledge that the development will be built in phases with the construction programme lasting over nine years, with first occupation taking place at the end of year 5 (according to the Construction Programme shown in figure 5.3 of the Construction and Demolition ES Chapter). The monitoring period will need to commence at occupation and then continue every six months for a period until at least five years after full occupation. The monitoring period in the FTP should be updated accordingly;
- An example travel survey which could be used as part of the Monitoring Programme should be provided. This should include site wide vehicle, pedestrian, cycle and public transport monitoring surveys, information on car club usage and parking surveys in the local area to confirm the site is not generating on street parking issues elsewhere;
- Details of the on-site car club should be included in the Travel Plan, including the number of spaces to be provided; and
- An adult annual Thameside bus ticket should be provided for each resident at the development and for each member of staff employed at the non-residential uses. Alternatively, the same cost may be distributed in the form of KCCs MAAS equivalent credits, if this is available at the time.

The FTP would form the framework for the development of a Side Wide Travel Plan as the development is built out.

### **Framework Construction Traffic Management Plan**

The construction programme in Table 3.1 shows that it has a construction period over at least nine years, which contradicts the 6-7 year duration referenced in paragraph 3.2.

The proposed HGV routes shown on Figure 4.1 are supported. HGV's associated with construction should be restricted to the identified routes.

Paragraph 4.6 refers to access points for vehicles and pedestrians. Where will these be located for phase one and phase two? Paragraph 5.1 notes that a limited amount of parking will be provided, but how much and where will it be located? A figure showing the construction routes and access points into the site would be helpful. Access to existing businesses and properties should be maintained.

Paragraph 5.71 and Figure 5.14 of the Demolition and Construction ES Chapter contain an estimate of HGV numbers, which could be as high as 128 HGV movements per day. The estimated numbers should be included in the FCTMP.

No mention is made of the potential for the river to be used to transport materials during construction and therefore mitigate the potential impact on the local road network. Since the site has a section of river frontage, has use of the river been considered as part of the proposals? It appears that part of the existing jetty lies within the site, whilst part of it is not in the red line boundary. Confirmation should be provided as to whether the jetty is within the applicants control and could be used during construction.

What is the anticipated mode share for construction workers? Construction workers should be encouraged to travel by sustainable means as far as possible and a Construction Worker Travel Plan should form part of the Construction Traffic Management Plan.

### **Framework Delivery and Servicing Plan**

The principles set out in the FDSP are supported. The FCSP should be reviewed as Reserved Matters Applications come forward for individual development plots.

### **Framework Car Park Management Plan**

Further justification is required to support the proposed parking provision referenced in paragraph 1.4 and Table 1. This document should also set out the number of disabled, motorcycle and EV car parking spaces.

The number of potential permits issued to each residential unit should correspond to the number of spaces permissible under the adopted Car Parking Standards.

The FCPMP should consider how site users will be prevented from parking in Ebbsfleet rail station car park, particularly when events are held at the stadium.

The FCPMP should be reviewed as Reserved Matters Applications come forward for individual development plots.

Paragraph 3.6 states that "*car parking will be restricted along the internal roads at the site*" and that "*parking restrictions will prevent parking at all times along the Fastrack bus route*". Gravesham Borough Council are the parking authority and will need to enforce parking restrictions on the adopted highway. Any areas that remain unadopted will need to be enforced privately.

The FCPMP should include a commitment to undertake surveys of parking on local roads (pre- and post-occupation), in co-ordination with the FTP. A plan should be provided for agreement, showing the extent of the area to be considered. Initiatives should be set out to demonstrate how the Applicant would reduce this impact, should an issue be highlighted. This may include a financial contribution towards the consultation for the introduction of parking controls.

### **Parameter Plans**



Parameter plan drawing number NFH-UNS-MAST-DR-1014 shows the Highway Access proposals and parameter plan drawing number NFH-UNS-MAST-DR-1020 shows the Highway Proposals Overview. Neither plan identifies a dedicated segregated Fastrack route, which paragraph 4.20 of the TA states will be provided. The Fastrack route should be shown on a plan accordingly. Similarly, the two bus stops referred to in paragraph 4.20 of the TA should also be shown on the plans.

### **Design and Access Statement**

Section 7.2 of the DAS concerns phasing of the road network. The provision of the realigned A226 Galley Road in the first phase during Years 0-2 is supported. The proposed junction alterations of the A226 Galley Hill Road / B2175 Stonebridge Road, A226 Galley Hill Road / Lower Road and Lower Road / Northfleet Industrial Estate junctions should also be delivered in this phase. The proposed closure of the realigned A226 Galley Hill Road in the second phase during Years 2-4 will not be supported until these works have been delivered. A stopping up order will be required for the existing section of the A226 Galley Road which will be diverted and this should form part of the programme and shown on a plan. Vehicle access to the existing industrial uses off Lower Road will need to be maintained.

### **Traffic and Transport ES Chapter**

Paragraph 7.11 states that the ATC Surveys took place between 12th July 2022 to 25th July 2022 and the MCC surveys took place on Tuesday 12th July 2022. The applicant should confirm that the ATC's were undertaken before school holidays commenced at local schools.

### **Structures**

It is assumed that the proposed tunnel will be offered for adoption and will therefore need to undergo technical approval by the structures team (as stated in pre-app). If it is not, then it will still need an element of approval due to its proximity to the adopted highway. There are 3 existing structures which look like they may be affected, dependent on the final junction layout details and additional ones which look to remain unaffected. These may also require technical approval if they are affected in any way. I note there was reference to basements and piling, if any of these works are within 3.66m of adoptable highway, they may also require approval as a highway structure. Depending on final levels, there may be retaining walls or wing walls on the tunnel approaches which may also need technical approval.

The applicant should contact the structures team as soon as they have a more advanced design so that KCC structures can begin the technical approval process and identify all the affected assets that may require approval and potentially identify items which can be altered to remove the need for approval.

### **Conclusion**

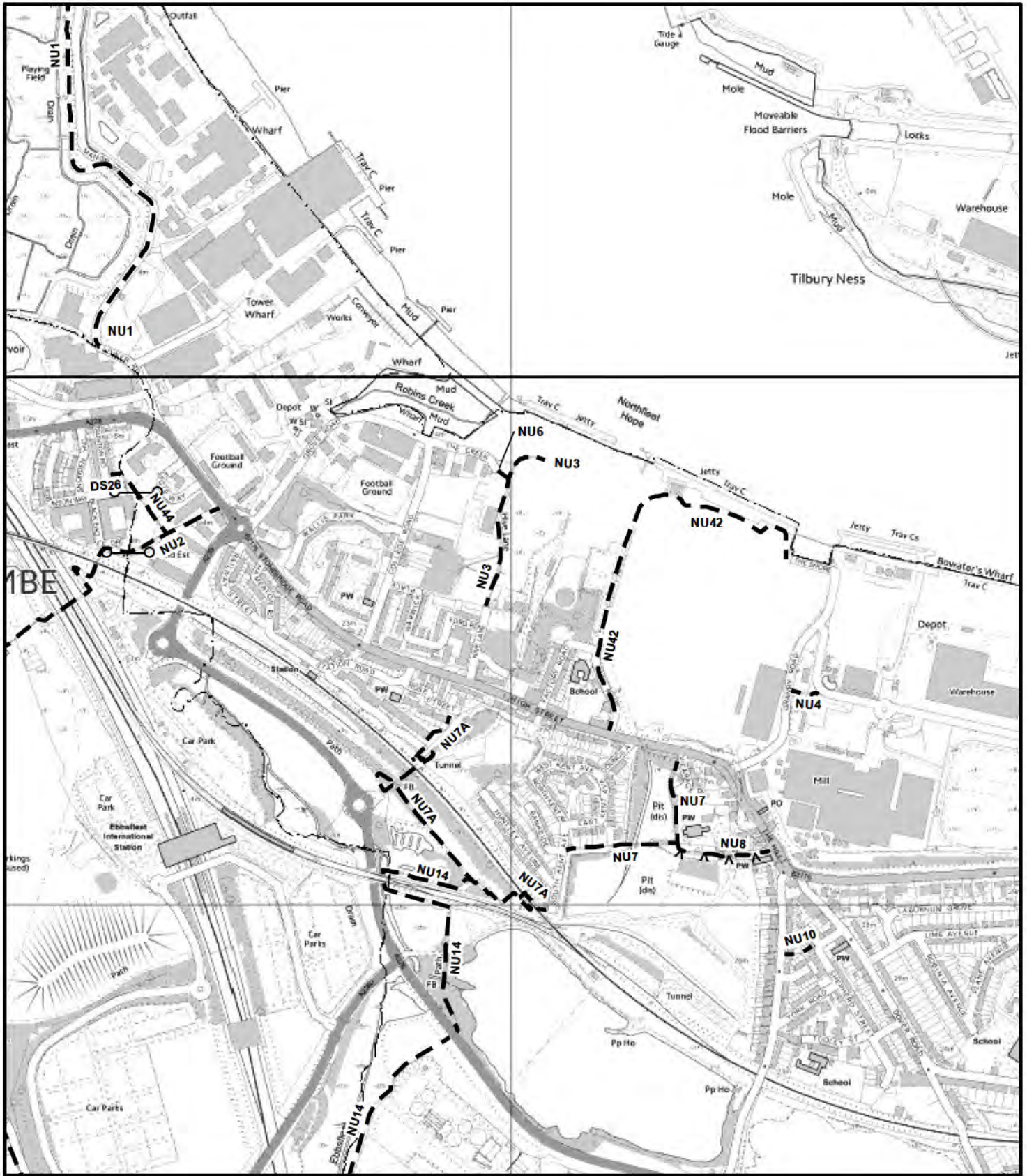
In conclusion I would like to place a **holding objection** on the application until the above issues have been resolved. Should the application be determined before the issues have been resolved, the below conditions / S106 requests should be secured.

### **Suggested Conditions / Obligations**

At this stage it is envisaged that the following conditions / obligations will be sought. There may be additional requirements once the further information set out in this letter has been provided.

- Site Access points to be provided and open for use prior to occupation of the site.
- Best endeavours to implement TRO's for the segregated Fastrack route, diverted section of the A226 and internal roads, prior to occupation, to prevent ad hoc parking. The cost of preparing and implementing the TRO's will be at the Applicants expense. Private parking enforcement will be required on all non-adopted roads.
- All signal junctions along the Fastrack route are required to have Fastrack priority. As an absolute minimum this comprises green wave and UTMC technology.
- A segregated 6.75m Fastrack route, and segregated cycle route to be provided through the site between the B2175 Stonebridge Road / Grove Road and Lower Road. It should be open for use upon first occupation of the site.
- A diverted route for the A226 between Lower Road and the B2175 Stonebridge Road and should be open for use upon first occupation of the site.

- A signalised pedestrian crossing point on the B2175 Stonebridge Road to be open for use upon first occupation of the site.
- A contribution may be required towards Northfleet Rail Station improvements.
- Improvements to be undertaken to provide pedestrian facilities and a segregated cycleway on Grove Road prior to occupation of the 500<sup>th</sup> unit.
- Improvements / financial contribution secured through the S106 for improvements to the PROW network.
- A Mobility Hub to be provided at a central location within the site. As a minimum, this should contain: Electric car club vehicle with plug in charge point; electric bike hub with plug in charge point, bike hire, docking station & bicycles, bicycle stands and lockers, bicycle repair stand, bicycle pump, and an information terminal.
- A Site Wide Travel Plan is required to be submitted three months prior to first occupation of the site, based on the FTP. The Travel Plan should contain (as a minimum) site wide vehicle targets, a monitoring strategy, an action plan to be implemented to meet the targets, remedial measures to be implemented should the targets not be met, details of a transport fund to fund the remedial measures, and details of the Transport Review Group. Full Travel Plans for each individual use meeting the appropriate thresholds should be submitted to and agreed by the Council a minimum of three months prior to occupation of their associated use. These must be in accordance with the Site Wide Travel Plan.
- The Travel Plan must be monitored on a six monthly basis and needs to record the numbers of vehicles entering and leaving the site, with the results reported to the Transport Review Group within 3 months. The surveys should also record numbers of pedestrians, cyclists and public transport users. Monitoring must include on and offsite parking survey to capture any ad hoc parking and is to be paid for by the Applicant. The extent of the survey should be agreed with KCC and set out in the Full Travel Plan.
- A KCC Travel Plan monitoring fee of £1422 every five years is required and should be secured via the S106.
- A transport fund to be secured, to implement remedial measures, should the Travel Plan not achieve its targets or there are other issues identified that need to be rectified. Suggested contribution of between £300 and £2000 per unit.
- An annual Thameside bus ticket worth £820 for each resident and staff member who requests one / equivalent cost in KCC's MAAS equivalent scheme credits, if this is available, to be secured through the S106 and delivered upon occupation.
- A minimum of £50 per unit for cycle vouchers for the residential units, to be secured through the S106 and delivered upon occupation.
- A financial contribution will be required for new bus shelters at the Taunton Road bus stops, and Fastrack stops within the site, secured via the S106.
- A car club to be implemented on site with a minimum of three cars, with a minimum of one vehicle on site upon occupation. A number of the vehicles should be electric with associate charging facilities. One year's free membership and £50 driving credit should also be secured for the site users, to encourage take up.
- In line with KDG, an emergency or secondary vehicle access point must be available prior to the occupation of the 50<sup>th</sup> dwelling and connect to the highway of the primary access. A secondary access must be available prior to the occupation of the 300<sup>th</sup> dwelling.
- Pedestrian, cycle and public transport facilities to/from buildings / phases should be operational prior to their associated use.
- Vehicle, Disabled, Motorcycle, Cycle and Electric Vehicle parking provision set out in any subsequent RMAs to be based on KCC's parking standards at the time to ensure the most appropriate standards are implemented.
- A Car Park Management Plan to be submitted and implemented prior to first occupation.
- A Delivery and Servicing Plan to be submitted prior to first occupation.
- A Construction Traffic Management Plan will be required for future RMAs, based on the Framework CTMP which has already been submitted.
- An Event Management Plan to be submitted and implemented prior to first occupation of the stadium.



- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic
- Point path number or status changes
- Boundary of area covered by 1:2500 scale Network Map
- Area covered by 1:2500 scale Network Map

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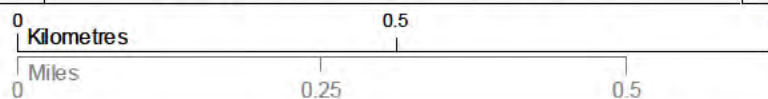
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## Appendix 1A

### Education

Site Name	NORTHFLEET HARBOURSIDE – LAND SURROUNDING EBBSFLEET UNITED
Reference No.	GR 2022 1064
District	Gravesham

	Houses	Flats	Total
Unit Numbers		1589	1589

Primary Education			
		<b>Per house</b>	<b>Per flat</b>
Primary pupil generation rate		0.28	0.07
<b>New Primary Pupils generated from this development</b>			<b>111</b>
<b>New Primary School build contribution</b>			
	<b>per Pupil</b>	<b>per House</b>	<b>per Flat</b>
New Build Rate	£24,286	£6,800	£1,700
<b>Contribution requested towards New Primary School Build</b>			<b>£2,701,300.00</b>
<b>Total Primary Education build contribution</b>			<b>£2,701,300.00</b>

Secondary Education			
		<b>Per house</b>	<b>Per flat</b>
Secondary pupil generation rate		0.20	0.05
<b>New Secondary Pupils generated from this development</b>			<b>79</b>
<b>New Secondary School build contribution</b>			
	<b>per Pupil</b>	<b>per House</b>	<b>per Flat</b>
New Build Rate	£25,880	£5,176	£1,294
<b>Contribution requested towards New Secondary School Build</b>			<b>£2,056,166.00</b>
<b>New Secondary School site contribution</b>			
Residential Land Price per acre for Gravesham			£800,000
	<b>Pupils</b>	<b>Hectares</b>	<b>Acres</b>
6FE Secondary School	900	8.00	19.768
	<b>per Pupil</b>	<b>per House</b>	<b>per Flat</b>
Land Rate	£17,571.56	£3,514.31	£878.58
Total = Secondary School Site area x Residential Land Value x (Number of pupils generated by development/Number of pupils in New Secondary School) = 19.768 x 800000 x (79.45 / 900)			
<b>Contribution requested towards New Secondary School Site</b>			<b>£1,396,060.09</b>
<b>Total Secondary Education Build and Land contribution</b>			<b>£3,452,226.09</b>

## Appendix 1A

### Education

Site Name	NORTHFLEET HARBOURSIDE – LAND SURROUNDING EBBSFLEET UNITED		
Reference No.	GR 2022 1064		
District	Gravesham		
	<b>Houses</b>	<b>Flats</b>	<b>Total</b>
<b>Unit Numbers</b>		<b>1589</b>	<b>1589</b>

<b>Special Education Needs</b>			
		<b>Per house</b>	<b>Per flat</b>
<i>SEN pupil generation rate</i>		<i>0.0110</i>	<i>0.0027</i>
<b>New SEN Pupils generated from this development</b>			<b>4</b>
<b>New Special Educational Needs build contribution</b>			
	<b>per Pupil</b>	<b>per House</b>	<b>per Flat</b>
<i>New Build Rate</i>	<i>£45,916</i>	<i>£505.17</i>	<i>£126.29</i>
<b>Contribution requested towards New SEN School Build</b>			<b>£200,674.81</b>
<b>Total SEND build contribution</b>			<b>£200,674.81</b>

Notes

**Costs** above will vary dependant upon land price at the date of transfer of the school site to KCC

**Totals** above will vary if development mix changes and land prices change



## KCC Communities

### Development Contributions Assessment

Site Name	NORTHFLEET HARBOURSIDE - LAND SURROUNDING EBBSFLEET UNITED FOOTBALL CLUB, BOUNDED BYLOWER ROAD, RAILWAY LINE, GROVE ROAD THE RIVER THAMES
Reference No.	GR 2022 1064
District	Gravesham
Assessment Date	16/12/2022
Development Size	3,600

#### EXPORT Basic Guidelines:

- Add the Site's name and Reference No. if available
- Select the District that the development is located in
- Enter the size of the development

#### DO NOT EDIT ANYTHING ELSE ON THIS SHEET!

- Click 'Export' to create a copy of the assessment

#### After exporting:

- Add projects to bottom part of each service as appropriate

COMMUNITY LEARNING & SKILLS	
	<b>Services</b>
Current Service Capacity	1,484
LESS Current adult participation in Gravesham district	1,558
Initial capacity <i>shortfall/surplus</i> (Year ending 2019)	-74
<b>New adult participation from this development</b>	<b>125.62 clients</b>
Will service capacity be exceeded?	<b>YES</b>
<b>Contributions requested from this development</b>	<b>£18.42 per dwelling</b>
<i>3500 dwellings from this proposal</i>	<b>£57,470.00</b>

YOUTH SERVICE		
	Centre and Hub based Services	Outreach and Targeted Services
Current Service Capacity	1,377	742
LESS Current youth participation in Gravesham district	1,446	779
Initial capacity <i>shortfall/surplus</i> (Year ending 2019)	-69	-37
<b>New youth participation from this development</b>		<b>175 clients</b>
Will service capacity be exceeded?		<b>YES</b>
<b>Contributions requested from this development</b>		<b>£85.50 per dwelling</b>
<i>3500 dwellings from this proposal</i>		<b>£229,250.00</b>

LIBRARIES	
	<b>Library Stock and Services</b>
Libraries assessed for this development	12,381
Current Service Capacity	13,001
LESS Current library participation in Gravesham district	-619
Initial capacity <i>shortfall/surplus</i> (Year ending 2019)	
<b>New borrowers from this development</b>	<b>1020.6 borrowers</b>
Will service capacity be exceeded?	<b>YES</b>
<b>Contributions requested from this development</b>	<b>£55.45 per dwelling</b>
<i>3500 dwellings from this proposal</i>	<b>£194,075.00</b>

**Net contributions requested for KCC Communities' Services £480,795.00**



Community Learning

19+

District	2019	2026	2031	2019-2031
Ashford	98,700	109,900	118,500	19,800
Canterbury	134,100	143,200	150,500	16,400
Dartford	83,900	97,900	104,000	20,100
Dover	93,300	100,800	102,900	9,600
Folkestone and Hythe	90,700	96,000	100,300	9,600
Gravesham	80,300	84,700	87,300	7,000
Maidstone	132,300	141,200	147,100	14,800
Sevenoaks	92,500	97,200	101,000	8,500
Swale	114,100	120,700	126,600	12,500
Thanet	110,700	120,600	129,500	18,800
Tonbridge and Malling	100,300	106,700	110,800	10,500
Tunbridge Wells	90,600	97,200	101,800	11,200
KCC Area	1,221,500	1,316,100	1,380,300	158,800

2019 Service Demand
1,915
2,602
1,628
1,810
1,760
1,558
2,567
1,795
2,214
2,148
1,946
1,758
23,697

Youth Services

13-19

District	2019	2026	2031	2019-2031
Ashford	10,600	12,700	13,100	2,500
Canterbury	16,100	17,700	18,000	1,900
Dartford	8,600	11,500	12,400	3,800
Dover	8,600	10,000	9,600	1,000
Folkestone and Hythe	7,900	9,000	8,700	800
Gravesham	8,900	10,300	10,700	1,800
Maidstone	13,100	15,700	16,400	3,300
Sevenoaks	9,300	10,900	10,800	1,500
Swale	11,700	13,900	14,200	2,500
Thanet	10,800	13,000	13,200	2,400
Tonbridge and Malling	11,300	13,000	13,200	1,900
Tunbridge Wells	10,000	11,500	11,000	1,000
KCC Area	126,900	149,200	151,300	24,400

2019 Service Demand
2,650
4,025
2,150
2,150
1,975
2,225
3,275
2,325
2,925
2,700
2,825
2,500
31,725

Libraries

All Ages

District	2019	2026	2031	2019-2031
Ashford	130400	144400	154200	23,800
Canterbury	166200	177200	184400	18,200
Dartford	112500	131900	139200	26,700
Dover	117600	126400	127600	10,000
Folkestone and Hythe	11300	119000	122800	111,500
Gravesham	107000	112900	115400	8,400
Maidstone	172400	184500	190600	18,200
Sevenoaks	121100	127800	132000	10,900
Swale	149400	158000	163800	14,400
Thanet	142300	153900	163100	20,800
Tonbridge and Malling	133400	141200	145600	13,200
Tunbridge Wells	119000	126700	131400	12,400
KCC Area	1,481,600	1,703,900	1,770,100	288,500

2019 Service Demand	
Borrowers	Digital Dens
15,844	12,000
20,193	11,700
13,669	10,600
14,288	9,200
1,373	8,800
13,001	10,000
20,947	14,900
14,714	11,200
18,152	13,600
17,289	12,300
16,087	11,800
14,459	10,900
180,014	137,000

## KCC Social Care, Health and Wellbeing

Development Contributions Assessment over the planning period 1/1/2019 to 31/12/2039

Export

Site Name	NORTHFLEET HARBOURSIDE – LAND SURROUNDING EBBSFLEET UNITED FOOTBA
Reference No.	GR 2022 1084
District	Gravesham
Assessment Date	16/12/2022
Development Size	3,500

**EXPORT Basic Guidelines:**

- Add the Site's name and Reference No. if available
- Select the District that the development is located in
- Enter the size of the development
- Click 'Export' to create a copy of the assessment

**DO NOT EDIT ANYTHING ELSE ON THIS SHEET!**

**After exporting:**

Editing functions can be performed- feel free to consult the 'Quick Spreadsheet Formatting Guide' as a reference. Remove all irrelevant sections.

**Net Social Care contributions requested**

Social Care and Health Services

£514,080.00

Kent County Council has statutory\* responsibilities to provide a variety of services that support and care for vulnerable adults and children across the county. In line with KCC Strategy\*\*, the modern focus of the service is to support adults to live fulfilling and independent lives at home and in their community, ensuring adults receive the right care when they need it, and are also supported to get back on their feet when it is appropriate and possible.

To support this strategy, KCC seeks contributions toward five priority areas and may choose to apply the whole contribution to a single project, or proportionately between projects. The contribution from the development is the same. The result is greater certainty of project delivery and benefit to new communities to put together workable projects for the community and clients.

Proposed new housing development results in additional demands upon Adult Social Care (ASC) services from increases in older people and also adults with Learning, Physical and/or Mental Health Disabilities. Available care capacity is fully allocated already, with no spare capacity to meet additional demand arising from this and other new developments.

The focus of Adult Social Care is currently on the five areas listed below, offering a preventative approach to providing care. Based on an agreed set of service delivery models, an annual assessment of the impact of new and existing housing on these services has been carried out. Only the financial impacts relating to new housing are displayed.

Note: Client numbers are rounded for display purposes, but costs are based on unrounded figures

\* Under the Care Act 2014, Mental Health Act 1983 and Mental Capacity Act 2005

\*\*<https://www.kent.gov.uk/about-the-council/strategies-and-policies/adult-social-care-policies/your-life-your-wellbeing>

<b>A. ASSISTIVE TECHNOLOGY &amp; HOME ADAPTATION EQUIPMENT</b>	<i>Assistive Technology systems and Home Adaptation Equipment are delivered to vulnerable adults in their own homes, enabling them to live with the confidence that help is available when they urgently need it and to remain independent in their own homes.</i>
<b>B. ADAPTING COMMUNITY FACILITIES</b>	<i>Adapting Community Facilities to be accessible for those with both mental and physical disabilities means vulnerable adults can access other support services and facilities safely and comfortably.</i>
<b>C. SENSORY FACILITIES</b>	<i>Sensory facilities use innovative technology to provide a relaxing or stimulating environment for people of all ages with sensory impairment conditions. The facilities may be used to calm stress and anxiety, or to encourage sensory development and social engagement.</i>
<b>D. CHANGING PLACE</b>	<i>Changing Places have additional features than standard accessible toilets to meet the needs of people with a range of disabilities and their carers. These toilets are usually located in or near a popular public area to ensure suitable facilities are available for use by vulnerable adults when necessary.</i>
<b>E. SPECIALIST CARE HOUSING</b>	<i>Specialist care housing includes extra care accommodation and other care living accommodation for those clients with special requirements. These requirements include but are not limited to, the elderly and those with physical and learning requirements.</i>

<b>New Social Care Clients generated from this development</b>	<b>704 client(s)</b>
Forecast SC clients generated from ALL proposed developments within the District (up to 2039)	1,871 clients
<b>Contributions requested from this development</b>	<b>£514,080.00</b>

**Contributions requested towards Specialist Housing in the District, Assistive Technology & Home Adaptation Equipment, Adapting Community Facilities, Sensory Facilities and Changing Places in the vicinity of the development.**

Note: These projects will be delivered once the money is collected except where the implementation of the proposed project(s) relies upon pooled funds, the project will commence as soon as practicable once the funding target has been reached.

**Dev Cons Request Letter - add to main SC section**

Ageing Population Analysis: 2019 - 2039	
District	Gravesham
Existing population aged 65+ in 2019	18,800
Forecast population aged 65+ by 2039	25,200
Forecast Increase*	6,600 (35%)
Forecast additional SC capital needs clients by 2039 (aged 65+)	1,261
From proposed new development	255
From existing housing stock	1,006

\* KCC R&I Interactive Population Toolkit November 2020

## Assessment Summaries

### Overall Client Forecasts

District	Housing 2019-2039	Community Services		
		CLS Clients	YS Clients	Borrowers
Ashford	20,230	726	1,012	5,899
Canterbury	18,257	655	913	5,324
Dartford	20,070	720	1,004	5,852
Dover	12,219	439	611	3,563
Folkestone and Hythe	14,813	532	741	4,319
Gravesham	8,311	298	416	2,423
Maidstone	17,603	632	880	5,133
Sevenoaks	14,229	511	711	4,149
Swale	16,389	588	819	4,779
Thanet	21,511	772	1,076	6,273
Tonbridge and Malling	14,328	514	716	4,178
Tunbridge Wells	14,010	503	701	4,085
<b>KCC Area</b>	<b>191,970</b>	<b>6,890</b>	<b>9,599</b>	<b>55,978</b>

### 65+ Population Forecasts

District	Population Aged 65+		Adapting Com. Facilities Clients (2039)
	2019	2039	
Ashford	25,278	39,640	1,982
Canterbury	34,140	49,059	2,453
Dartford	15,874	23,978	1,199
Dover	27,789	39,536	1,977
Folkestone and Hythe	28,031	41,967	2,098
Gravesham	18,555	25,230	1,261
Maidstone	33,008	47,603	2,380
Sevenoaks	26,098	34,937	1,747
Swale	28,844	40,811	2,041
Thanet	33,820	48,721	2,436
Tonbridge and Malling	24,903	36,435	1,822
Tunbridge Wells	23,056	34,862	1,743
<b>KCC Area</b>	<b>319,396</b>	<b>462,779</b>	<b>23,139</b>





<b>Health and Social Services</b>					
<b>Assistive Technology</b>	<b>Adapting Community Facilities</b>	<b>Sensory Facilities</b>	<b>Changing Place</b>	<b>Specialist Care Housing</b>	<b>Social Care Total</b>
225	2,428	971	243	202	4,068
203	2,191	876	219	183	3,671
223	2,408	963	241	201	4,036
136	1,466	587	147	122	2,457
164	1,778	711	178	148	2,979
92	997	399	100	83	1,671
195	2,112	845	211	176	3,540
158	1,707	683	171	142	2,861
182	1,967	787	197	164	3,296
239	2,581	1,033	258	215	4,326
159	1,719	688	172	143	2,881
156	1,681	672	168	140	2,817
<b>2,131</b>	<b>23,036</b>	<b>9,215</b>	<b>2,304</b>	<b>1,920</b>	<b>38,605</b>

# WASTE SERVICES ASSESSMENT REPORT

## KCC Waste Services

**Development Contributions Assessment over the planning period 1/1/2021 to 31/12/2030**

Site Name	NORTHFLEET HARBOURSIDE – LAND SURROUNDING EBBSFLEET U
Reference No.	GR 2022 1064
District/Area	Gravesham
Assessment Date	16/12/2022
Development Size	3,500

### Net Waste contributions requested

Kent County Council is the statutory 'Waste Disposal Authority' for Kent, meaning that it is responsible for the receipt and onward processing/disposal of household waste, providing Waste Transfer Stations (WTS), Household Waste Recycling Centre Services (HWRC) and monitoring closed landfills. Kent residents make approximately 3.5 million visits to HWRCs per year and each household produces an average of a 1/4 tonne of waste to be processed at HWRCs, and 1/2 tonne to be processed at WTSs annually. Kent's Waste Management services are under growing pressure with several HWRCs and WTSs over operational capacity (as of 2020).

In accordance with the Kent Waste Disposal Strategy 2017-2035, contributions may be sought towards the extension or upgrading of existing Waste facilities, or towards the creation of new facilities where a proposed development is likely to result in additional demand for Waste services. Existing Waste services will be assessed to determine the available capacity to accommodate the anticipated new service demands before developers are requested to contribute to additional provision. The proportionate costs of providing additional services for households generated from the proposed development are set out below:

#### A. WASTE TRANSFER STATIONS (WTS)

*Additional waste generated by new households increase the throughput of waste and reduce speed of waste processing at Waste Transfer Stations.*

<b>1. Applicable dwellings from this development</b>	<b>3,500</b>
2. Applicable dwellings from ALL proposed developments for County-wide projects (up to 2030)*	70 100
3. Overall cost of increasing capacity for 70 100 new dwellings by 2030	£9 056 920.00
4. Cost per new dwelling (£9 056 920 / 70 100 new homes)	£129.20
<b>Contributions requested from this development</b>	<b>£129.20 per dwelling</b>
3,500 dwellings from this proposal	<b>£452,200.00</b>
<b>Contributions requested towards Ebbsfleet WTS</b>	

#### B. HOUSEHOLD WASTE RECYCLING CENTRES (HWRC)

*Additional households increase queuing times and congestion at HWRC's and increase throughput of HWRC waste.*

<b>1. Applicable dwellings from this development</b>	<b>3,500</b>
2. Applicable dwellings from ALL proposed developments for County-wide projects (up to 2030)*	64 200
3. Overall cost of increasing capacity for 64 200 new dwellings by 2030	£3 496 974.00
4. Cost per new dwelling (£3 496 974 / 64 200 new homes)	£54.47
<b>Contributions requested from this development</b>	<b>£54.47 per dwelling</b>
3,500 dwellings from this proposal	<b>£190,645.00</b>
<b>Contributions requested towards Ebbsfleet HWRC</b>	

<b>Net Contributions requested for KCC Waste from this development</b>	<b>£642,845.00</b>
--	--------------------

**Estimated**

**Note:** These projects will be delivered once the money is collected except where the implementation of the proposed project(s) relies upon pooled funds, then the project will commence as soon as practicable once the funding target has been reached.

Waste

Area	WTS Dwellings*	HWRC Dwellings*	MRF Dwellings*	WTS Rate per Dwelling	HWRC Rate per Dwelling	MRF Rate per Dwelling	Total Rate per Dwelling	WTS Project(s)	HWRC Project(s)	Note
Ashford Town and North	70,100	64,200	112,300	£129.20	£54.47	£0.00	£183.67	Folkestone WTS	Faversham HWRC	HWRC rate would be applied to northern part of District as per HWRC catchment maps, as this area falls within 20 minute drive time of Faversham HWRC which does have an identified project.
Ashford Rural South	70,100	0	112,300	£129.20	£0.00	£0.00	£129.20	Folkestone WTS	None	HWRC rate would not be applied to southern part of Borough as per HWRC catchment maps, as this area falls outside 20 minute drive time of a HWRC with an identified project.
Canterbury	0	64,200	112,300	£0.00	£54.47	£0.00	£54.47	None	closer of Faversham, Margate or Dover HWRC	
Dartford	70,100	64,200	112,300	£129.20	£54.47	£0.00	£183.67	Ebbsfleet WTS	Ebbsfleet HWRC	
Dover	0	64,200	112,300	£0.00	£54.47	£0.00	£54.47	None	Dover HWRC	
Folkestone	70,100	64,200	112,300	£129.20	£54.47	£0.00	£183.67	Folkestone WTS	Folkestone HWRC	
Gravesham	70,100	64,200	112,300	£129.20	£54.47	£0.00	£183.67	Ebbsfleet WTS	Ebbsfleet HWRC	
Maidstone	0	64,200	112,300	£0.00	£54.47	£0.00	£54.47	None	Maidstone HWRC	
Sevenoaks North	0	64,200	112,300	£0.00	£54.47	£0.00	£54.47	None	Swanley HWRC	
Sevenoaks South	0	0	112,300	£0.00	£0.00	£0.00	£0.00	None	None	
Swale	70,100	64,200	112,300	£129.20	£54.47	£0.00	£183.67	Sittingbourne WTS	closer of Sheerness, Sittingbourne or Faversham HWRC	
Thanet	0	64,200	112,300	£0.00	£54.47	£0.00	£54.47	None	Margate HWRC	
Tonbridge North	0	64,200	112,300	£0.00	£54.47	£0.00	£54.47	None	Allington HWRC (refuse facility)	
Tonbridge South	70,100	64,200	112,300	£129.20	£54.47	£0.00	£183.67	Tunbridge Wells WTS	Tunbridge Wells HWRC	
Cranbrook & Hawkhurst East Borough	70,100	0	112,300	£129.20	£0.00	£0.00	£129.20	Tunbridge Wells WTS	None	HWRC rate would not be applied to eastern part of District as per HWRC catchment maps, as this area falls outside 20 minute drive time of a HWRC with an identified project.
Tunbridge Wells West	70,100	64,200	112,300	£129.20	£54.47	£0.00	£183.67	Tunbridge Wells WTS	Tunbridge Wells HWRC	

\* Total of new housing across applicable districts up to 2030

## Northfleet Harbourside Outline Planning Application Ref: 20221064

Thank you for consulting the County Council's Minerals and Waste Planning Policy Team on the above outline planning application. I have considered the application details, with particular emphasis on the submitted Mineral Infrastructure Assessment (MIA) prepared by Wardell Armstrong dated as September 2022 and the Planning Statement.

The development proposed by the application would involve the loss of an operational minerals wharf and associated minerals processing facilities (Robin's Wharf). The submitted Minerals Infrastructure Assessment (MIA) seeks to argue a policy exemption from the presumption to safeguard the operational wharf (Site G: Robins Wharf, Northfleet), and the associated mineral plant infrastructure (mortar and mixed concrete and asphalt coated stone product plants). An exemption against criterion 6 or 7 of Policy DM 8: Safeguarding Minerals Management, Transportation Production & Waste Management Facilities of the Kent Minerals and Waste Local Plan 2013-30 (Early Partial Review 2020) (KMWLP) is sought. I have the following comments to make on the MIA in relation to the KMWLP and the relevant national and local plan policy.

In summary, the County Council, as the relevant mineral planning authority **strongly objects** to the proposal on the grounds that it is contrary to national and local development plan policies on safeguarding and would undermine the adopted Mineral Strategy for Kent which relies heavily upon wharves and importation facilities as land won resources are depleted. The proposal is also contrary to the adopted Local Plan Policy as set out in the Gravesham Local Plan Core Strategy Adopted 2014. Details are set out below.

### National Planning Policy Framework (NPPF) (2021)

As a matter of national planning policy, it is important to note that the NPPF, in the context of Section 17, 'Facilitating the sustainable use of minerals', paragraph 209, states that:

*"It is essential that there is sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs."*

Supply comes from a variety of sources – landwon and importation. Kent County Council (KCC) as the Mineral Planning Authority (MPA) for Kent is mandated to maintain landbanks of aggregate minerals, however, importation to meet overall needs is increasingly important as landbanks start to become depleted and cannot be sufficiently replenished. This may be due to geological scarcity and /or environmental constraints on remaining resources. As a result, importation for an increasingly constrained aggregate mineral supply becomes ever more important. This is the case with the landwon sharp sands and gravels that have become depleted in Kent. To meet national policy for aggregate mineral supply it is imperative to maintain importation capacity in the county's wharves and rail depots.

Furthermore, paragraph 210 (e) of the NPPF states that planning policies should:

*"safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material."*

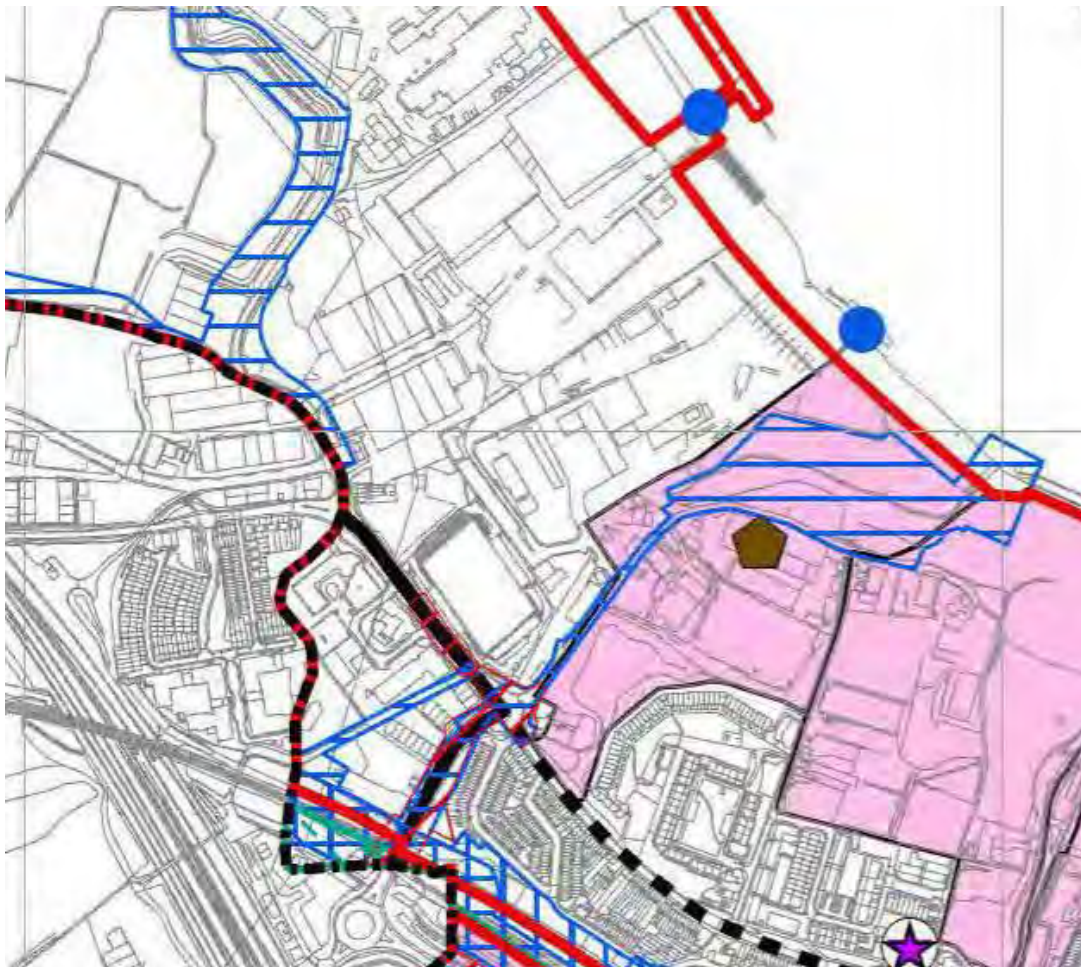
This policy support highlights the vital need for the safeguarding of wharves such as Robins Wharf, as well as the mineral related operations (mortar and concrete manufacture and asphalt coated stone production within the safeguarded wharf operational area) which

Robins Wharf supports. Not to do so would be for both County and Borough Councils to act in a manner that is contrary to national planning policy.



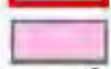

### Local Plan Policy

### Gravesham Local Plan Core Strategy Adopted 2014 and Gravesham Local Plan Core Strategy- Policies Maps Adopted 2014

The application area falls within one of the Opportunity Areas as defined by the Local Plan, subject to policies CS03-CS06.



**GRAVESHAM LOCAL PLAN POLICIES MAP**

-  Plan Area: Borough Boundary (CS01)
-  Opportunity Areas (CS03-CS06)
-  Key Sites (CS03-CS06, CS21)
-  High Speed 1 Safeguarding (CS11)

Extract from Gravesham Local Plan Core Strategy- Policies Maps Adopted 2014



FIGURE 2.1: EXTRACT FROM APPLICATION SITE PLAN (NOT TO SCALE)



Extract from the applicants submitted Planning Statement showing the application site (in red outline).

Of the Policies CS03-CS06, Policy CS03: Northfleet Embankment and Swanscombe Peninsula East Opportunity Area is of particular relevance. It relates to the majority of the area of the application site, this being within the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area (sub-area 1.3). What is important to note is the application site is not one of the Plan's 'Key Sites' for riverside regeneration. It is caveated with the understanding that there are existing uses within the Opportunity Area that require to be taken into account when submitting any proposals for development in this area, despite the policy's objective for local regeneration. Para. 4.4.6 makes this point clearly, as seen in the extract from the plan below (emphasis added):

***'4.4.6 Grove Road and Lower Ebbsfleet Area (sub-area 1.3) consists of a number of separate sites that have regeneration potential. These may be realised during or beyond the plan period depending on the aspirations of the landowners and the viability of development. Viability is likely to be influenced by the relative success of the Ebbsfleet development to the south. The development potential of this area is likely to be further constrained by:***

- *Ground conditions - the area has been actively used for industrial purposes for over 200 years and is likely to be subject to contamination;*
- *Heritage and archaeology - the area around Robin's Creek (outflow of the Ebbsfleet into the Thames) was the site of a medieval watermill later converted to grind cement in the 1790s, Portland cement was later invented here and Aspdin's Kiln (Scheduled Monument) and other features of heritage interest are likely to remain; and*

- ***Existing uses - development of sites on a piecemeal basis is likely to be constrained by the proximity of existing poor neighbours (including the importation and processing of minerals at Robin's Wharf) or the need to retain/decant existing uses (including the local football ground).***

The policy is not identifying the entirety of the sub-area as one where a comprehensive re-development of the sub-area is part of the Plan's regenerative objectives. The component 'separate sites' are not defined and where they exist it is not anticipated that they will necessarily come forward in the adopted Plan's period. Moreover, development in this area will be potentially affected (including in terms of viability) by the existing uses, specifically mentioning mineral importation and mineral product processing. Therefore, the Plan anticipates that any regenerative re-development proposals that were to be submitted would be constrained by existing facilities and the policy clearly does not anticipate their loss. While it is clear that re-development proposals in sub-area 1.3 would be seen as in general accordance with the overall aims of the Plan for regeneration, they would be limited by the potential proximity of the continued existence of the established uses, including mineral importation and mineral product processing.

The applicant's Planning Statement Section 5.0 Planning Policy Statement is in fundamental error in this regard. As it concludes (emphasis added):

*5.22 It is clear from policy at the national and local level that the priority is to bring forward residential-led development in sustainable locations on brownfield land. At the local level there is specific emphasis on delivering development of scale within the Northfleet area and moving away from the space-inefficient industrial uses of the past.*

*5.23 The Proposed Development adheres to these planning policy priorities. It involves the reuse and redevelopment of a large tract of previously developed brownfield land within a highly accessible location, benefiting from excellent local, regional, and international transport links.*

*5.24 Indicative of this, **the entirety of the Site is allocated within an Opportunity Area for growth and regeneration, and the majority of the application boundary is within a sub-area where residential led development has also been identified on one of the key sites. In line with policy priorities, and in order to deliver growth and sustainable development, it is imperative that opportunities for development are capitalised upon on sites such as this, particularly where such Sites are free from significant constraints such as Green Belt designation or nutrient neutrality considerations***

The applicant's analysis ignores Policy CS03's explanatory memoranda that makes clear that any development within the sub-area (1.3) would be *constrained* by the continuance of existing uses in terms of the available area and viability (due to the proximity of these other 'poor neighbour' uses), and it ignores the constraint of mineral infrastructure safeguarding policy (though this is dealt with separately) when it states ".....*particularly where **such Sites are free from significant constraints**....*" The entire re-development of Sub-area 1.3, as proposed, goes beyond the local plan's policy parameters for the area and should therefore be seen as a departure from this part of the area's adopted Development Plan.

Moreover, Robins Wharf is also safeguarded by the Gravesham Local Plan (2014) under Policy CS11, subject to the provisions of Policy CS07 (Economy, Employment and Skills)

specifically states that the loss of existing commercial wharves shown on the Policies Map and other land-side supporting infrastructure will not be supported unless a study and supporting evidence shows that they are no longer viable for marine related employment purposes or are incapable of being made so at reasonable cost. It states at para. 5.136 of the policy (emphasis added):

***'5.1.36 The loss of existing commercial wharves shown on the Policies Map and other land-side supporting infrastructure will not be supported unless a study and supporting evidence shows that they are no longer viable for marine related employment purposes or are incapable of being made so at reasonable cost, and it has been shown that there is no demand for them through an appropriate marketing exercise carried out in accordance with Council guidance (Appendix 5), or appropriate alternative provision is available or will be provided as part of the rationalisation of facilities that, as a minimum, maintains capacity and provides equivalent or better facilities.'***

Such a study, to demonstrate that existing commercial wharves are no longer viable and cannot be made viable, has not been provided as part of the application. Moreover, the assertion that 'appropriate provision' is available is not accepted by the County Council for reasons that will be enlarged upon below when discussing wharf capacity in relation to the exemption from the presumption to safeguard policies of the Kent Minerals and Waste Local Plan 2013-2030. The proposal is therefore contrary to Local Plan Policies CS03 and CS07.

Furthermore para. 2.6.3 of the Local Plan confirms that the River Thames is an important resource for passenger and freight transport and states that:

*'There are a number of commercial wharves, the majority of which are in operational use, that are important to facilitate the sustainable transport of minerals and other goods by water.'*

The following Local Plan para. 2.6.4 confirms that there will be a need to ensure, amongst other things, that:

*• commercial wharves and other sites needed to support the River Thames as a working waterway are retained or appropriate alternative provision is available or will be provided where rationalisation is proposed to allow regeneration to take place;*

The Spatial Vision of the Local Plan at para. 3.1.3 envisages, amongst other things, that:

*"As a minimum, the capacity of commercial wharves and other sites needed to support the River Thames as a working waterway will have been retained."*

In similar terms Strategic Objective 18, which applies across the Borough, seeks to:

*"As a minimum, safeguard the capacity of commercial wharves and other sites needed to support the River Thames as a working waterway".*

The adopted Local Plan recognises the importance of the River Thames and its associated importation and exportation infrastructure for sustainable transport of goods, this includes

mineral wharves as they remain a commercial activity, as recognised by Local Plan Policy CS11: Transport that states at para. 5.5.43 that (emphasis added):

*“The council will support proposals which improve the efficiency freight transport and provide opportunities for alternative road transport where possible. The **Council will safeguard wharves**, as shown on the Policies Map, subject to the provisions of paragraph 5.1.36 of Policy CS07 (Economy, Employment and Skills)”.*

The proposal is contrary to Local Plan Policy CS11 as, in the absence of a study that demonstrates objectively that the affected wharves are no longer viable for their marine related employment purposes and cannot be made so at reasonable cost, or appropriate alternative provision (at a new comparable location that maintains the facilities capacity or enhances it) the loss of Robins Wharf would adversely affect the ability of the area’s sustainable transport infrastructure to operate at the current and safeguarded capacity. Thus, reducing the ability of the River Thames to be utilised as a sustainable alternative to road transportation.

### **Kent Minerals and Waste Local Plan 2013-30 (KMWLP) (Early Partial Review 2020) and the Submitted Minerals Infrastructure Assessment (MIA)**

Policy CSM 2: Supply of Land-won Minerals in Kent of the KMWLP ensures that the Plan meets the NPPF requirement of maintaining the minimum required land-bank of reserves to meet identified needs. However, as discussed above in relation to this NPPF requirement, this is no longer possible in regard to the sharp sands and gravels. Policy CSM 2 recognises this with the caveat ‘*while resources allow*’. The demand will, the policy goes on to state (emphasis added):

*‘..... instead be **met from other sources**, principally a combination of recycled and secondary aggregates, **landings of Marine Dredged Aggregate (MDA)**, blended materials and imports of crushed rock through wharves and railheads. The actual proportions will be decided by the market.’*

MDA and thus continuation of landings at wharves is central to the KMWLP’s strategy for maintaining supply of sharp sands and gravels as the land-won sector depletes. This is now occurring as land-won reserves are (as of end of 2021) just 2.56 million tonnes (mt) for the remainder of the Plan period. This is well below the Plan requirements of 3.03mt. As these land won reserves are not being replenished, an increase in wharf use to import the aggregate will have to occur, even if demand for this aggregate remains constant, as land-won supply diminishes. The submitted MIA does not recognise this fact, and does not therefore fully understand the current and increasing importance of wharf-based importation to maintain a steady and adequate supply in the county and how the adopted development plan strategy in the KMWLP for aggregate minerals is fundamentally reliant on safeguarding and maintaining wharf capacity.

The MIA quotes from the Local Aggregate Assessment (LAA) 2021 (2020 data). This has been superseded by LAA 2022 (2021 data). In relation to the importance of wharves and their current capacity (40% headroom remaining of a total of 6.24mtpa), paragraph 7.27 states the following:

*‘It is recognised that capacity information will become increasingly important in future years, particularly in relation to wharves and rail depots. The 2017 study by the Minerals Products Association into future aggregate requirements suggests that*

*nationally there could be a decrease in the demand for landwon aggregates over time. However, as the landwon resources depletes (as is currently occurring for sharp sand and gravels within Kent) and is substituted by marine-won aggregates, productive capacity of importation facilities both individually and in total will be increasingly important indicators of the resilience of supply, analogous to landbanks within the landwon sector. **Kent still has significantly unused capacity in its wharfage, as it is operating at approximately 60% capacity at the end of 2021 (leaving 40% headroom). However, loss of any wharf site will be, largely, irreplaceable and others will need to increase their throughputs. Ignoring this issue as an unimportant matter neglects the consideration of the difficulties in operating facilities at a higher level of throughputs in a consistent manner. Difficulties such as shipping availability, navigation maintenance, facility repair and renewal considerations all could combine to exert stress on a wharf importation system trying to operate at a higher rate. Safeguarding of the existing wharf infrastructure will therefore remain a central requirement to maintain supply as the landwon sand and gravel sector eventually becomes irrelevant.***

It is noted that the MIA used the 2020 statistic of the available wharf capacity headroom capacity of 46%. This has been reassessed in LAA 2022 as 40%. The MIA is not therefore based on up-to-date data. Moreover, it appears that the intensity of wharf use for MDA is increasing again towards the levels seen a decade ago after the reductions in sales in 2019 and 2020 related to Brexit uncertainty and the Covid pandemic shutdown impacts. The table below demonstrates this (data taken from LAA 2022).

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	3-year average	10-year average
Sales	2.014mt	1.743mt	1.938mt	1.874mt	1.788mt	1.773mt	1.809mt	0.608mt	1.440mt	1.644mt	1.230mt	1.663mt

The MIA, in regard to the operational capacity of Kent's wharves states:

*'However, it is clear from the County Council's Local Aggregate Assessment that the wharves within Kent are operating at a level far from total productive capacity. Based upon the available records which identifies that there is circa 46% capacity within the wharfs in Kent, it is expected that the loss of the individual site capacity of Robins Wharf can be accommodated by the other safeguarded facilities within close proximity.'*

The MIA's contention that there is sufficient headroom to meet future aggregate needs does not take account of the documented trend towards a need for significant increased throughputs at wharves as the land-won sharp sand and gravels deplete, even if overall demand does not change. Therefore, landwon depletion, that is occurring together with any increase in aggregate demand requires all importation capacity to be safeguarded. This strategy is fundamental to the adopted KMWLP's aggregate mineral supply approach, found sound at Independent Examination in 2016 and again in 2018.

The activity at the wharf includes the importation of marine dredged and crushed rock aggregates by two operators and a specialist highway services contractor operating a river-fed asphalt plant 'Northfleet Asphalt Plant'. This is supplied with material by the jetty located to the north-east on the safeguarded wharf. This jetty is used together for both the supply of materials for the coated material plant and as an aggregate unloading facility for both crushed rock aggregates and marine sand and gravel.

Importation of material by river is permitted on a 24 hr and a 7 day a week basis; and production of asphalt and exportation by road is similarly undertaken on a 24 hour and 7 day a week basis. On the north-western part of the Robins Wharf there is an aggregates processing facility and a ready mixed concrete batching plant. The aggregates processing facility and the ready mixed concrete batching plant operate on a 24 hour and 7 days a week basis. Heavy good vehicles (HGVs) distributing ready mixed concrete may leave the site any time during these hours, whilst HGVs carrying aggregates from the site are limited to 0700 – 1800 Mondays to Fridays and 0700 – 1300 on Saturdays.

I now turn to the MIA's argued case for overriding the presumption to safeguard, as set out in Policy CSM 6: Safeguarded Wharves and Rail Depots and Policy CSM 7: Safeguarding Other Mineral Plant Infrastructure. Policy CSM 6 states, amongst other matters, that non-minerals development adversely affecting the operation of existing, planned or potential (wharf or rail depot) such that their capacity or viability may be compromised will not be permitted. The policy lists Robins Wharf as one of the sites the policy is applicable to. Policy CSM 7: Safeguarding Other Mineral Plant Infrastructure states that, amongst other matters, facilities for concrete batching, the manufacture of coated materials or other concrete products are safeguarded.

The applicants have correctly had recourse to Policy DM 8: Safeguarding Minerals Management, Transportation, Production & Waste Management Facilities in order to argue an exemption from these policies presumption to safeguard. The MIA cites exemption criteria 6 and 7 of policy DM 8 as both being applicable to justify a departure from the presumption to safeguard both the wharf site and the mineral related facilities present on the wharf site.

Policy DM 8: Safeguarding Minerals Management, Transportation, Production & Waste Management Facilities states:

*'Planning permission will only be granted for development that is incompatible with safeguarded minerals management, transportation or waste management facilities, where it is demonstrated that either:....'*

The exemption criterion 6 states:

*6. material considerations indicate that the need for development overrides the presumption for safeguarding;...*

The applicant regards the regenerative aspects of the proposal as being of such a magnitude that criterion 6 can be invoked. It states at para. 5.12:

*'The socio-economic assessment of the proposed scheme has identified a number of benefits arising from the scheme, which are in addition to the much needed supply of housing given the Council's undersupply and pressures within north-Kent arising from nitrate neutrality matters. The benefits of the proposed development are discussed further within the planning statement accompanying the application, but are in summary:*

- *During construction, the Proposed Development is expected to generate at least:*

- o *6,755 person years of employment;*
- o *...which is equivalent to an average of 846 Full Time Equivalent jobs sustained for the entire duration of the build (estimated at 8 years);*

- o *An additional 820 indirect and induced jobs (FTE) – created / supported within the construction supply chain and in the wider economy for the duration;*
  - o *Approx. 120 apprenticeship starts and other on-the-job training opportunities;*
  - o *£429m in Gross Value Added for the regional economy*
- *On completion, it is expected to generate a minimum of:*
    - o *2,250 direct jobs across a wide range of sectors – a net increase of around 1,750 on the estimated number of jobs currently based on site;*
    - o *925 net additional jobs for local (Gravesham) residents, taking into account leakage, displacement and multiplier effects;*
    - o *£69m per annum in additional local (Gravesham) GVA;*
    - o *£20m per annum in resident retail and leisure expenditure;*
    - o *£5.6m per annum in additional council tax receipts, plus an uplift of c. £1.1m per annum in business rates compared with existing uses;*

*5.13 It is anticipated that the proposed development would provide significant benefits to the area and local communities, including funding for school places, Health Service, the regeneration and improvement of public spaces and access affordable and family housing. Consequently, the benefits of the proposed development should be carefully weighed against Policy DM 8: Criterion 6.*

Regardless of whether the socio-economic benefits stated in the application are realised, it can also be said that the application site in the sub-area 1.3, as delineated by the Local Plan, is not part of Key Site sub-area 1.3 and is, therefore, not appropriate for this scale of development. This is recognised by the Local Plan, as Policy CS07 Economy, Employment and Skills, (para. 5.1.37) seeks to safeguard the importation facilities that exist in this area, thus recognising that the focus for regenerative development proposals in the plan area are in the other Key Site areas not within the application site as proposed. These potential benefits will need to be verified and considered against the Borough Council's economic policies in its adopted Local Plan, alongside the adopted Kent Minerals and Waste Local Plan policies. Consideration should also be given to the consequential loss of importation facilities which may well lead to an increase of minerals being imported into the County less sustainably by road, as discussed above in relation to Local Plan Policy CS11.

The Opportunity Area as covered by CS03 delineates four Key Sites (1.3 Grove Road & Lower Ebbsfleet Area, 1.4 Old Northfleet Residential Extensions, 1.5 Northfleet Cement Works Regeneration Area and 1.8 Northfleet Embankment East Regeneration Area). Therefore, the loss of an irreplaceable wharf should be seen in this context. The annual aggregate monitoring work (LAA 2022) that the County Council is required to undertake each year, recognises the need to retain Kent's wharfs and the critical role they play in being able, to maintain a steady and adequate supply of aggregate minerals to '*provide the infrastructure, buildings, energy and goods that the country needs*' as required by national and local planning policy.

The applicant has also used out of date data to conclude that the loss of the safeguarded wharf would not incur a fundamental problem in constraining future importation of aggregate minerals. This assertion is based on old capacity headroom assessments and ignores the 'in built' need to increase importation throughputs even if overall demand for this type of aggregate mineral remains constant, as the landwon fraction of overall supply is depleting. If overall aggregate mineral demand increases, in conjunction with landwon supply depletion, then further demands on importation and thus any available capacity headroom, will occur. The irreplaceable loss of the safeguarded Robins Wharf facility will have the potential of

significantly impeding the ability of Kent to return to the 2.0mtpa or above rate of aggregate mineral importation unnecessarily. Moreover, other land, as identified and allocated as 'key sites' in the Northfleet Area of Opportunity of the adopted Gravesham Local Plan remain largely available for the type of development proposed. It is considered by the County Council that these areas should be where regenerative development should be focused, to be in accordance with the objectives of the Local Plan.

The County Council does not, therefore, agree that the applicant has demonstrated that the loss of the importation facility and the associated mineral processing and product facilities can be justified by invoking exemption criterion 6 of Policy DM 8: Safeguarding Minerals Management, Transportation, Production & Waste Management Facilities of the KMWLP.

The applicant goes on to assert that exemption criterion 7 of Policy DM 8: Safeguarding Minerals Management, Transportation, Production & Waste Management Facilities can also be invoked, it states:

*7. It has been demonstrated that the capacity of the facility to be lost is not required.*

In that they regard the available importation 'headroom' capacity sufficient to offset any loss of importation as a consequence of the proposed development, they state:

*5.15 There are a number of wharves in close proximity to Robins Wharf, listed in Table 1 of this document. In the absence of published importation and sales figures for this facility, it is not possible to determine the exact proportion of aggregate imported and its importance and individual contribution to the overall tonnage of aggregate imported via Kent's safeguarded wharves. However, it is clear from the County Council's Local Aggregate Assessment that the wharves within Kent are operating at a level far from total productive capacity. Based upon the available records which identifies that there is circa 46% capacity within the wharfs in Kent, it is expected that the loss of the individual site capacity of Robins Wharf can be accommodated by the other safeguarded facilities within close proximity.*

Again, this assertion is based on out-of-date monitoring data (available 'headroom' importation capacity is regarded as 40% of current throughputs as detailed in the monitoring report LAA 2022, November 2022) and ignores the KMWLP central strategy in maintaining a 'steady and adequate supply of aggregates' (NFFP para. 213 a)) by the increased reliance of importation as the landwon sector for sharp sand and gravel depletes through time. This is clearly set out in Policy CSM 2: Supply of Land-won Minerals (see above) and in the LAA 2022. Therefore, for the reasons expressed in relation to rejecting the applicant's arguments in attempting to invoke exemption criterion 6 above, the County Council regards the safeguarded importation capacity at Robins Wharf as integral to the KMWLP strategy to meet the NPPF's requirements. Loss of the facility not only would be, in all probability, irreplaceable, but would incur significant and needless adverse impacts on maintaining and increasing the required level of importation of aggregate minerals currently and into the future.

The County Council does not agree that the applicant has demonstrated that the loss of the importation facility and the associated mineral processing and product facilities can be justified by invoking exemption criterion 7 of Policy DM 8: Safeguarding Minerals Management, Transportation, Production & Waste Management Facilities of the KMWLP. Moreover, the wharf is located in an area where high development pressure is being experienced, both in Kent and in London that is close by. The mineral importation wharf, like others in the locality, and further upstream in Greater London administrative area, make a significant contribution to both the material needs of this development and its sustainable



transport to those end uses. Loss of the facility could both impede the supply of important materials and reduce their sustainable transportation. This point is further illustrated by the recognition of the importance of wharf importation in the Annual Monitoring Report for London<sup>1</sup>.

The London Annual Monitoring Report 2019 states that sales of primary aggregates amounted to 4.782mt, and in 2014 this was higher at 5.054mt. London consumed 9.573mt in 2019 and it is reasonable to assume that the pattern of sales and consumption remains similar in 2019-21. London is consuming far more aggregate materials than it generates by sales. Importation via wharves has been consistently increasing between 2010 to 2018 with sales in 2010 of 3.521mt and in 2018 this had risen to 5.153mt. Only marginally falling back in 2019 to 4.920mt. The importance of wharf capacity in maintaining overall supply is demonstrated in para. 4.10 which states (emphasis added):

*4.10 Regarding wharves' capacity the GLA undertook a review of those designated in London for safeguarding. The review forecast freight traffic on the Thames and estimated wharves' capacity and concluded there is overall sufficient to meet demand until 2041. The review covered aggregates (construction materials) wharves and the picture however, for these facilities is somewhat different. Table 5 illustrates the relevant information, which suggests the capacity margin varies between different parts of the Thames and over the forecast period **the overall capacity margin is finely balanced. Indeed by 2031 there is a shortfall, but it does improve by 2041.** However, the latter figure is predicated on a fall in demand for construction materials. It also should be **noted the 2021 forecast tonnage is 75% above the AM average (10 year) sales figures**, which provides some flexibility. Moreover, there are some other wharves that might be readily adapted to handling construction materials. **Nevertheless, as wharves are so important to London's aggregates supply, sales and capacities need to be closely monitored by the LAWP.***

Clearly London's importation capacity is of paramount importance to meet London's needs and there is little, if any, realistic ability to increase importation if this is required. Loss of nearby wharf capacity in Northfleet could compound the fragility of this situation if need, as expressed by sales and consumption, increases again as has been seen between 2010-18.

## Conclusion

The County Council, as the relevant mineral planning authority strongly objects to the proposal on the grounds that it is contrary to national and local development plan policies on safeguarding and would undermine the adopted Mineral Strategy for Kent which relies heavily upon wharves and importation facilities as land won resources are depleted. Robins Wharf is an important facility as it provides a sustainable means of importing the aggregate building materials needed to support economic growth and is well placed to serve Kent and London. The latter has a reported finely balanced aggregate mineral importation capacity (wharfage) and may well require imports from other areas (including Kent) to ensure the capital's growth is sustainably supported if it returns to the sales and consumption ratio seen in 2010 to 2018 (see para 4.10 of the London Annual Monitoring Report 2019). It also provides facilities for concrete manufacture and coated asphalt products.

The wharf and its associated mineral based product facilities can operate in a largely unconstrained manner in the locality given the planning permissions it operates to, therefore taking full advantage of the River Thames as a means of achieving sustainable transportation of the bulk raw materials with great flexibility. This in turn enhances the

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<sup>1</sup> London Aggregates Working Party Annual Report 2019

safeguarded wharf to then provide aggregates and mineral based construction products to the immediate market efficiently. Loss of this importation facility would undermine both aggregate supply that is becoming more reliant on importation and adversely affect sustainable transport of such materials if greater reliance, through time, is placed on increased road transportation. Therefore, the proposal is contrary to the NPPF 2021 as it does not accord with the need to safeguard existing sites for the bulk transport, handling and processing of minerals, the manufacture of concrete and associated products such as coated asphalt materials.

The adopted KMWLP 2020 in turn identifies Robins Wharf as such a site with its associated facilities that require to be safeguarded to allow a steady and adequate supply of aggregate materials to support sustainable development in Kent. In light of the economic importance of wharves to the county and the delivery of a sustainable minerals strategy, there is a presumption in planning policy that these sites are safeguarded. Any development that proposes the loss of such facilities needs to robustly demonstrate that it satisfies the exemption criteria of the safeguarding policies in the KMWLP. The application asserts a number of arguments to justify an exemption, but these are not considered sufficient to set aside the presumption to safeguard.

The applicant asserts that the regenerative advantages of the proposal are of such a scale and importance in meeting the Local Plan's objectives that they override the presumption to safeguard the importation facility. The adopted Local Plan not only has policies to safeguard the sustainable transport commercial importation sites (Robins Wharf is one such facility, see Policy CS07: Economy, Employment and Skills, para. 5.1.37 and Policy CS11: Transport). Moreover, the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area delineates key sites where the focus of regenerative development of this scale would be more appropriately located. Therefore, to deliver this regenerative development would needlessly incur the loss of the safeguarded wharf and compromise sustainable transport objectives of the Local Plan. The applicant's proposal does not accord with the adopted Local Plan policies and is a departure from its spatial objectives.

With regard to the applicant's assertion that the loss of the mineral importation wharf is justified and that its capacity is not needed, it is the County Council's view that the applicant has failed to satisfy either exemption criteria 6 or 7 of Policy DM 8: Safeguarding Minerals Management, Transportation, Production & Waste Management Facilities as the area of the proposal is outside the main areas identified for regeneration in the local plan. The need therefore to deliver it at the application site is not overriding (exemption criterion 6). Furthermore, the applicant has used out of date monitoring data and failed to understand the importance of maintaining all mineral importation capacity, as this underpins the whole strategy of the adopted KMWLP in providing for a steady and adequate supply of aggregate minerals, as required by the NPPF.

The applicant's assertion that sufficient available capacity to import aggregate minerals will continue to exist, even with the loss of Robins Wharf, as this will not be needed (exemption criterion 7) as sufficient unused 'headroom' importation capacity exists, is a fundamentally misguided argument. Indications are that the available capacity 'head room' will increasingly be utilised even if overall aggregate mineral demand remains static, as the Kent landwon sector for the sharp sands and gravels is rapidly depleting. Moreover, any increase in overall demand will inevitably place additional strain on all available importation capacity, both in Kent and the proximate London area, where there is little if any mineral importation capacity headroom. Wharf sites are considered generally irreplaceable once lost, therefore it remains imperative to retain all importation capacity into the future. Neither exemption criterion (6) or (7) of the relevant safeguarding policy can be said to have been satisfied by the applicant's submitted Mineral Infrastructure Assessment.

The County Council, as the relevant mineral planning authority, is willing to maintain a dialogue with Gravesham Borough Council on the matter of mineral supply and importation and the safeguarding of importation and associated mineral products facilities in order to assist the Borough Council if this would be helpful.



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**Our Ref:** GBC/2022/092825  
**Date:** 28 November 2022

**Application No:** 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 consultation on the above referenced planning application.

Kent County Council as Lead Local Flood Authority have reviewed the Flood Risk Assessment and Surface Water Drainage Strategy prepared by RMA Environmental (28/09/22) and have the following comments:

We understand that the site will be split into three catchments in order to manage surface water, utilising rainwater harvesting and re-use, green roofs, attenuation tanks, permeable paving, tree pits/swales, and park areas. Surface water will then be discharged to the tidally influenced Robins Creek at the East of the site, using pumping stations at sub-catchments A and B and a gravity connection at sub-catchment C. Discharge will be restricted from all areas at greenfield or close to greenfield rates, with significant reductions compared to current brownfield rates. Surface water from those areas not modelled in the Surface Water Drainage Strategy will be conveyed to strategic attenuation tanks adjacent to pumping stations, the size of which has not yet been determined. We also note that infiltration testing has no yet been carried out and these proposals are subject to change should infiltration be found to be feasible at the site.

We have no objection in principle to these proposals outlined if infiltration is not possible.

Should the Local Planning Authority be minded to grant planning permission for the proposed development, the LLFA would request for the following conditions to be attached:

**Condition:**

No development shall take place until the details required by Condition 1 (assumed to be reserved matters condition for layout) shall demonstrate that requirements for surface water drainage for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm can be accommodated within the proposed development layout.

**Reason:**

To ensure the development is served by satisfactory arrangements for the disposal of surface water and that they are incorporated into the proposed layouts.

**Condition:**

Development shall not begin until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the local planning authority. The detailed drainage scheme shall demonstrate that due consideration has first been given to the possibility of utilising infiltration techniques and that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of within the curtilage of the site without increase to flood risk on or off-site. Should the use of infiltration prove to beyond being reasonable practical then any surface water leaving site shall managed appropriately, as outlined in the Flood Risk Assessment and Surface Water Drainage Strategy prepared by RMA Environmental (28/09/22). The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use and construction can be adequately managed to ensure there is no pollution risk to receiving waters.

**Reason:**

To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. These details and accompanying calculations are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

**Condition:**

No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local Planning Authority. The Report shall demonstrate that the drainage system constructed is consistent with that which was approved. The Report shall contain information and evidence (including photographs) of details and locations of inlets, outlets and control structures; landscape plans; full as

built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an operation and maintenance manual for the sustainable drainage scheme as constructed.

Reason:

To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 165 of the National Planning Policy Framework.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Yours faithfully,

**Gideon Miller**

Graduate Flood Risk Officer  
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14 December 2022

**Re: 20221064 - Land Surrounding Ebbsfleet United Football Club, Bounded By Lower Road, Railway Line, Grove Road And The River Thames, Northfleet, Gravesend**

**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 consulting Heritage Conservation on this application. We have also provided the same response internally to KCC.

We have set out below our comments on matters of archaeological interest and have made no detailed comments or recommendations related to designated built heritage and defer to Historic England and your Conservation Officer.

The site lies within the Ebbsfleet Valley at its junction with the Thames at the Swanscombe Peninsula, in an area of multi-period archaeological potential for evidence of human activity from the Palaeolithic to the present day. The area to the south has known remains of national importance dating from the Palaeolithic (Scheduled site NHLE 1003557). The Swanscombe Peninsula SSSI includes Pleistocene geological deposits, and Palaeolithic archaeology in the area now known as Bakers Hole (including the scheduled area), as a reason for notification. Further to the south, nationally important archaeological evidence for

Neolithic activity adjacent to the Ebbsfleet has been designated (Scheduled site NHLE 1004206).

The development site does not contain any presently designated heritage assets but is very likely to contain non-designated archaeological remains related to these nearby designated prehistoric sites as well as for other, more recent periods of human history, as a result of related geological and geomorphological characteristics associated with the course of the Ebbsfleet river as it enters the Thames Valley. Archaeological remains within the development site may include waterlogged organic artefacts, structures and palaeoenvironmental evidence, which could be of equivalent importance to the evidence existing on the above-mentioned designated sites. As well as prehistoric archaeological interest, the site has the potential for archaeological interest related to the crossing and management of the Ebbsfleet river, maritime activity and fishing, the reclamation of marshland, military and defence activities and the post-medieval and modern industrial development of the area, including the cement industry. The eastern boundary of the site is c.150m west of the scheduled Aspdin's kiln and the site has the potential for non-designated built heritage with archaeological interest related to its industrial and military heritage.

The application is supported by an Environmental Statement and three appendices of heritage information:

- Northfleet Harbourside Volume 1: Environmental Statement Main Report – Chapter 13 (Archaeology)
- Annex 1: Legislation and Policy
- Annex 2: Archaeological Desk-Based Assessment
- Annex 3: Geoarchaeological Desk-Based Assessment

These documents provide a useful desk-based assessment of the known and potential archaeological and geoarchaeological interest of the site. However, no purposive field evaluation of the site, to inform the assessment, has been undertaken, due to 'time constraints' (ES Chapter 13 initial summary table). Therefore, whilst the ES states that it '...identifies and assesses potential direct and indirect effects upon the heritage significance of known and potential archaeological receptors.' (ES 13.23), it cannot identify archaeological receptors in sufficient detail to allow an informed assessment of impacts or a subsequent planning decision to be made, especially, because as noted above, the site has the potential to contain sites with archaeological interest of potential national importance. Lack of time is not sufficient justification for not carrying out the necessary field evaluation.

The NPPF (194) is clear that the Local Planning Authority should require the developer to undertake field evaluation where the site is likely to include heritage assets with archaeological interest and especially so where there is a likelihood of below-ground archaeological remains of national importance. The NPPF goes on to state in footnote 68 to paragraph 200 that 'Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.'. Paragraph 200 states that 'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional(68).'



In as far as they can go the archaeological and geoarchaeological desk-based assessments are a useful first stage (though we highlight some specific concerns below) and, importantly, the need for field evaluation is recognised. But the assessment documents give something of a false sense of certainty about the archaeological interest of the site, which is then carried over into the Environmental Statement and associated documents (e.g. the Planning Statement, Non-technical summary, ES volume and documents on effect interactions (ES 16) and significant effects (ES 17). It is not helpful that these documents conclude that no significant demolition and construction impacts have been identified when the understanding of the archaeological interest is so limited and yet the archaeological assessment recognises that the archaeological potential is high.

The archaeological assessment documents identify the following ‘receptors’ and to help explain the concerns about the present level of understanding of the archaeological resource of the site we have listed these below with the assessment text in italics followed by our KCC comments.

### **Post-medieval Stone Bridge Foundations**

*13.97 The potential foundation remains associated with the bridge would be expected to be of low heritage significance. The Proposed Development impacts within this area would involve the construction of the stadium, car parking and retail structures around the stadium, and residential areas. As such, the effects of the Proposed Development are expected to result in a high magnitude of impact upon a heritage asset of low heritage significance resulting in a direct, long-term, permanent, local, minor adverse (not significant) effect.*

#### **KCC comment**

The location, character and archaeological interest of a bridge, or former bridges, at the same or another site are not known. It is therefore not possible to state that remains would be of low heritage significance. The area needs to be evaluated to understand the historic route of the Ebbsfleet river (which will have moved over time and whose last known course may have been canalised to feed a millpond) as well as the location, character, date and significance of any historic structures that would have been associated with the river such as bridges, causeways, historic routeways, sluices, water mills etc.. Surviving remains of such structures could be of regional or national importance.

### **Possible Mill Pond**

*13.98 Archaeological remains associated with the probable 19th century extension to the mill pond are predicted to be of low heritage significance. The magnitude of the impact from the demolition and construction works is expected to be high, resulting in a direct, long-term, permanent, local, minor adverse (not significant) effect.*

#### **KCC comment**

The location, character, date and archaeological interest of a millpond and any associated structures, within the site is not known with any certainty. It is therefore not possible to state that remains would be of low heritage significance. Domesday Book mentions a mill at Northfleet and potentially the same mill is referred to in documents of the 15<sup>th</sup> century, and the relationship to the surviving remains of a mill pond, comprising a brick-lined tank through which the Ebbsfleet river still flows, remains uncertain. The mill pond is thought to have served a tidal mill of possibly late-18th century date but potentially with medieval origins. Any such remains would be of regional or national importance. The area needs to be evaluated to understand the potential and significance, potential impacts and options for mitigation.

### **Windmill**

*13.99 A windmill is recorded on the 19th century historic mapping within the central northern part of the site. Any remains of the windmill would be expected to be of low heritage significance. This part of the site is proposed as part of the area of public open space in the*

*northern part of the site, which may involve some landscaping activities. The magnitude of the impact of landscaping upon a heritage asset of low significance would be high. This would result in a direct, long-term, permanent, local, minor adverse (not significant) effect.*

**KCC comment**

The location, character and archaeological interest of any remains of the former corn mill and other former buildings recorded on historic mapping in this area are not known. It is therefore not possible to state with any certainty that remains would be of low heritage significance. The relevant areas will need to be evaluated to understand the potential and significance.

**Cement Works**

*13.100 The eastern part of the site has potential for archaeological remains associated with the Cement Works. Remains of the Cement works (structural remains of kilns, associated buildings and tunnel networks) would be considered to be of medium heritage significance. This part of the site is proposed for residential development and landscaping. Activities associated with construction such as excavation/piling for foundations, excavation for utilities and roads as well as excavation and earth movement for landscaping have the potential to result in direct effects to archaeological remains in this area. As such the magnitude of the impact is expected to be a high. The result of a high impact upon a receptor of medium heritage significance would result in a direct, long term, permanent, local, moderate adverse (significant) effect.*

**KCC comment**

We welcome the recognition of the potential significance of archaeological remains associated with the cement industry but recent archaeological work by Wessex Archaeology at the former Bevans cement works to the east of this site, has recorded industrial remains of regional or national importance. In the absence of a more detailed assessment of the industrial potential of the site, it would be safer to assume at this desk-based assessment stage that archaeological remains could be considered to be of medium to high heritage significance and we recommend that areas where potential archaeological remains might be expected to survive should be subject to trial trenching field evaluation at the earliest opportunity followed by a more detailed assessment and interpretation of the site, ideally by an expert on industrial heritage and the cement industry.

*13.101 Infrastructure associated with the cement industry such as wharves, tramlines and quarry pits may also exist within the site as indicated on the historic mapping, these would be expected to be of low heritage significance. The magnitude of the impact from the demolition and construction works is expected to be high, resulting in a direct, long-term, permanent, local, minor adverse (not significant) effect.*

**KCC comment**

As noted above, the recent archaeological work in Northfleet by Wessex Archaeology has demonstrated that industrial remains of regional and national importance can survive. Any such remains of the cement industry at this site should be seen within the wider context of the development of the cement industry in north Kent and it would be safer to assume at this desk-based assessment stage that archaeological remains could be of medium to high heritage significance. One reason for this is that we are learning that archaeological evidence adds significantly to, and can challenge, assumptions about the development of the cement industry (and other pre-cement industry uses of the site) based on documentary evidence.

**Unknown Archaeology**

*13.102 As the site has not been previously investigated the assessment has found there to be potential for archaeological remains that are as yet unknown to be discovered within the site. As the nature, survival and extent of these features is unknown, the heritage*

*significance of these assets remains unknown. The magnitude of the demolition and construction impacts would be high but as the heritage significance of the heritage assets is unknown, the significance of the effect cannot be determined.*

**KCC comment**

We welcome this recognition of the potential for presently unknown archaeological remains to exist at the site but the ES should, based on the evidence presented in the assessments, recognise that archaeological remains (particularly those that are waterlogged – see for example ES Table 13.5) could be of regional or national importance. It is the potential for waterlogged deposits to contain archaeological artefacts and structures which is of critical archaeological importance and we disagree with the conclusion in the ES (13.104) that if the deposits area widespread then changes to hydrology would lead to an effect that would not be significant. If a change to hydrology were to alter the conditions of a buried and waterlogged timber platform, boat or mill, for example, then the effect would be very significant. The site should therefore be subject to field evaluation to allow the EIA process to be appropriately followed.

The geoarchaeological assessment presents an initial model of character zones based largely on data from outside the site. We consider that even at this desk-based assessment stage, these character areas could be refined further to define areas of archaeological potential related to the late Pleistocene and Holocene development of the Ebbsfleet valley. More refined character areas with appropriate research questions, should then be subject to field evaluation. Period based characterisation for the Mesolithic to Medieval periods should be undertaken and areas where there is high potential for nationally important Mesolithic, Neolithic and later remains should be identified. A fundamental geoarchaeological research question, with significant archaeological implications, is the understanding of former courses of the Ebbsfleet river channel over time and the location and extent of former dryland/wetland interfaces. Recent higher level characterisation and deposit modelling of the area which has been undertaken for the EDC Urban Archaeological Database and Characterisation should be included and referred to where relevant. This characterisation has prepared helpful preliminary models of the earlier courses of Ebbsfleet which should be included and added to as part of this work as appropriate.

The site comprises an area of historic clay pits, in which area evidence for Palaeolithic material has been identified and where there will have been potentially widespread impacts to any below-ground archaeological remains. Field evaluation is required to understand the exact depth and extent of the historic quarrying and to determine what archaeological potential survives below as well as at, and beyond the margins of the former quarry.

**Recommendations**

Our recommendations are that pre-determination, further characterisation is required with field evaluation to provide a more robust approach to understanding the archaeological interest of the site, the significance of any archaeological remains and to allow informed decisions about impacts and appropriate mitigation to be made. At present we consider that there is not enough evidence to clearly understand and assess the potential impacts of the development on archaeological remains and particularly those that are waterlogged. Baseline monitoring for the hydrological environment of the site is required to allow a model to be developed which can then be considered in relation to development proposals and so that appropriate mitigation by design and/or remedial works can be agreed upon.

We recommend the following field evaluation methods are employed to develop the deposit and archaeological models for the site:

1. Geophysical survey such as Electromagnetic survey, to understand in more detail the underlying geo-archaeological deposits including for deposits with Palaeolithic

potential and those associated with the evolution of the Ebbsfleet and its location within the valley and confluence with the Thames and how these have changed over time.

2. Geo-archaeological boreholes and test pits combined where appropriate, with trial trenching across the site to ground-truth and enhance a deposit model based on the geophysical survey and existing extrapolated borehole data. Samples from the boreholes would be used to understand the palaeoenvironmental potential, hydrology, state of preservation of organic waterlogged remains, the likely location for human activity, and to provide dates to develop a chronology for the sequences at the site. The combined assessment and evaluation data should then be used to create landscape environmental models for each chronological period with research questions as part of the process of a consideration of impact mitigation options.

If there is a programme of Ground/Site Investigation works undertaken before a planning decision is made, then these works should be subject to a geo-archaeological watching brief, integrated with the above-recommended field evaluation works.

We would like to see a draft Heritage Management Plan (HMP) for the site included in the submission documents. An HMP should include a commitment to ensuring that interpretation and information for outreach is developed within the context of other approaches across the Dartford, Gravesham and EDC areas to ensure information is coordinated and complementary. The HMP must include a commitment to a wide range of outreach and interpretation which should commence immediately following any planning consent. We would like to see detail on options for including heritage interpretation in public realm features and public art. We would like to see detail on a commitment to appropriate storage of archaeological archives resulting from the project with a funding contribution for storage and box charges. A S106 agreement for the site should include provision for heritage interpretation and long-term storage of and access to the physical archaeological archive.

In conclusion, we recommend that for an informed planning decision to be made, further work is undertaken to address the comments above, including to model the extent of Holocene, as well as Palaeolithic archaeological potential in more detail using purposive field evaluation (geophysical survey, boreholes, test pits and trial trenching) and to develop research questions for each period and character area. We would be happy to discuss how this could be achieved in detail with the applicant and their consultants.

We stress that the site has the potential to contain non-designated archaeological remains that may be of national importance and would therefore be subject to the relevant paragraphs in the National Planning Policy Framework (NPPF, paras 194, 195 and 202) for designated heritage. More work is needed to define the potential for these areas, which will then have to be tested by field evaluation in order that the character, date, extent and state of preservation can be understood and development impacts avoided or minimised. The tendency of the assessment and ES to consider field evaluation as mitigation should be avoided.

If it is impossible to undertake any pre-determination field evaluation then we would wish to make recommendations for planning conditions to secure the field evaluation and subsequent design-refinements that would be required to ensure avoidance and minimisation of impacts to archaeological remains. In the event that you are minded to grant outline planning permission we would be grateful if you could discuss appropriate conditions with us before issuing the decision notice. Our preference is for further assessment and field evaluation to be undertaken prior to determination but if that is not possible, we recommend that the following planning conditions be applied to any forthcoming consent:

**AR1: No demolition/development shall commence until the applicant, or their agents or successor in title, has secured the implementation of a programme of archaeological work (including further archaeological characterisation and field evaluation as a first stage). The programme of archaeological works will comprise:**

**A) Prior to any development works the applicant (or their agents or successors in title) shall secure and have reported a programme of archaeological characterisation and field evaluation works, in accordance with a specification and written timetable which has been submitted to and approved by the local planning authority.**

**B) Following completion of archaeological evaluation works, no development shall take place until the applicant or their agents or successors in title, has secured the implementation of any safeguarding measures to ensure preservation in situ of important archaeological remains and/or further archaeological investigation and recording in accordance with a specification and timetable which has been submitted to and approved by the local planning authority.**

**C) The archaeological safeguarding measures, investigation and recording shall be carried out in accordance with the agreed specification and timetable.**

**D) Within 6 months of the completion of archaeological works a Post-Excavation Assessment Report shall be submitted to and approved in writing by the local planning authority. The Post-Excavation Assessment Report shall be in accordance with Kent County Council's requirements and include:**

**a. a description and assessment of the results of all archaeological investigations that have been undertaken in that part (or parts) of the development; b. an Updated Project Design outlining measures to analyse and publish the findings of the archaeological investigations, together with an implementation strategy and timetable for the same; c. a scheme detailing the arrangements for providing and maintaining an archaeological site archive and its deposition following completion.**

**E) The measures outlined in the Post-Excavation Assessment Report shall be implemented in full and in accordance with the agreed timings.**

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

**AR2: Prior to any Reserved Matters Application the applicant, or their agents or successors in title will submit for approval in writing by the Local Planning Authority a Written Specification and timetable for the preservation in situ of important archaeological remains and/or for further archaeological investigation.**

Reason: To ensure that adverse impacts to features of archaeological interest are appropriately mitigated according to their significance and so that the archaeological heritage of the site can fully inform design.

**AR3: No phase of the development hereby permitted shall be brought into use until the archaeological site investigation and post-investigation assessment (including**



***provision for analysis, publication and dissemination of results and archive deposition) for that phase has been completed and approved in writing by the Local Planning Authority. The archaeological site investigation, post-investigation assessment, final publication and archive deposition will be undertaken in accordance with the programme set out in the written scheme of investigation approved under condition AR2.***

Reason: To ensure appropriate assessment, analysis, reporting and dissemination of the results of the programme of archaeological work and the deposition of the project archive.

***Future Reserved Matters Applications will be in accordance with the parameter plans, save for where any changes are required to address or incorporate findings of the archaeological investigations, including those undertaken under AR1 or AR2.***

Reason: In order that the detailed design has full regard to archaeology that might be found post-outline approval.

***No demolition/development shall commence until the applicant, or their agents or successors in title has submitted and had approved in writing by the Local Planning Authority an updated Heritage Management Plan which will include a commitment to the principle that future archaeological site investigations will inform the detailed design and layout of the scheme and measures to ensure preservation of important archaeological remains.***

***Future Reserved Matters Applications will be accompanied by an updated Heritage Management Plan to explain how site archaeological conditions and further field evaluation has informed the final scheme design, including preservation, mitigation and interpretation.***

We would be pleased to discuss any of the above further and would suggest that we meet with the applicants' specialists to discuss the further work required in more detail.

Yours sincerely.

**Casper Johnson**  
Senior Archaeological Officer  
Heritage Conservation



## ECOLOGICAL ADVICE SERVICE

**TO:** *Genna Henry*

**FROM:** *Helen Forster*

**DATE:** *07 December 2022*

**SUBJECT:** *Land Surrounding Ebbsfleet United Football Club, Northfleet 20221064*

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*The following is provided by Kent County Council's Ecological Advice Service (EAS) for Local Planning Authorities. It is independent, professional advice and is not a comment/position on the application from the County Council. It is intended to advise the relevant planning officer(s) on the potential ecological impacts of the planning application; and whether sufficient and appropriate ecological information has been provided to assist in its determination.*

*Any additional information, queries or comments on this advice that the applicant or other interested parties may have must be directed in every instance to the Planning Officer, who will seek input from the EAS where appropriate and necessary.*

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We have reviewed the ecological information submitted with this application and advise that additional information is required prior to determination.

We require the following documents to be submitted:

- Phase 1 map of the site – the map in the Environmental Statement document is difficult to review
- Illustrative plan of the proposed development - the map in the Biodiversity Net Gain Assessment is difficult to review
- BNG excel metric to assess if we agree with the conclusion the proposal will result in a 352% BNG habitats and 75% BNG of hedgerows.
- Detailed assessment of the impact the proposal will have on the adjacent SSSI and LWS
- Clarification on why the application are satisfied the breeding bird surveys are accurate.
- Results of the current wintering bird surveys

### **Swanscombe Peninsula SSSI and Botany Marshes Local Wildlife Site**

The proposed development is directly adjacent to the Swanscombe Peninsula SSSI and Botany Marshes Local Wildlife Site. We advise that the information is insufficient to assess the impact



the proposal will have on the designated sites and the species associated with the designated sites.

The Parameter plan and the illustrative plan indicates that there will be buildings and infrastructure directly adjacent to the designated sites which are likely to result in a negative impact on the designated sites. The submitted information refers to the mitigation hierarchy and the first point is avoidance. To demonstrate that the application is following the mitigation hierarchy we recommend that areas of open space/planting is carried out within the area adjacent to the designated sites and it is not developed with housing/buildings. The increase in planting/open space would reduce the direct impact on the designated sites.

The information submitted with the planning application is not sufficient to fully understand the impacts from noise, lighting, overshadow and recreational pressure from the proposed development.

We advise that additional information assessing the impact the proposal will have on the designated sites. We recommend that the ecological information submitted for the (now withdrawn) DCO London Resort application is utilised to support the assessment.

#### Birds

##### *Wintering birds*

The submitted information has detailed that a wintering bird survey will be carried out in 2022 and therefore we presume it is on going. We advise that the results of the wintering bird survey are submitted to ensure that the impact on wintering birds is fully understood. We highlight that the results of the wintering birds survey may require amendments to proposed layout.

The (now withdrawn) DCO London Resort application detailed that the Swanscombe Peninsula provided functionally linked land for birds associated with the Thames Estuary & Marshes SPA and Ramsar. Therefore we highlight there is a need to consider if the mudflats support species associated with the designated sites.

We will provide further information on whether a shadow habitat regulations assessment is required once we have reviewed the wintering bird surveys.

##### *Breeding Birds*

The breeding bird surveys were only carried out in July this year. Typically breeding bird surveys are carried out in April, May and June and therefore it is possible that larger number of birds utilise the site than were recorded during the breeding bird survey. We advise that we require clarification on why the applicants are satisfied that the surveys are sufficient.

#### **Additional Documents**

The phase 1 map and the illustrative landscape master plan have only been provided as inserts in the Biodiversity Net Gain Assessment and difficult to review. Therefore we advise that we require readable versions of these documents.

We will be able to provide more detailed comments (if required) on whether additional information on other species (not discussed within this letter) or other matters are required once we have received larger versions of those plans

We require the BNG excel metric to be submitted to enable us to consider if we agree with the conclusions of an anticipated BNG of 352% habitats and 75% of hedgerows. We understand that the site is largely hard standing but considering the high levels of anticipated recreational use we do query how that can be achieved.

If you have any queries regarding our comments, please do not hesitate to get in touch.

**Helen Forster MCIEEM**  
**Biodiversity Officer**

This response was submitted following consideration of the following documents:

ES CH14 Ecology and Biodiversity; Trium

ES Appendix Ecology and Biodiversity; Trium