

From: **Mark Dance, Cabinet Member for Economic Development**

**Barbara Cooper, Corporate Director Growth Environment
& Transport**

To: **Growth Economic Development & Communities Cabinet
Committee - 22 March 2017**

Subject: **Ebbsfleet Development Corporation's Implementation
Framework**

Key Decision: **No**

Classification: **Unrestricted**

Electoral Divisions: **Dartford East, Dartford Rural, Swanscombe & Greenhithe,
Northfleet & Gravesend West.**

Summary:

This report provides an update on the current position of the Ebbsfleet Development Corporation's Implementation Framework following the presentation that was given to the Growth, Economic Development & Communities Cabinet Committee on 13 December 2016.

Recommendation(s):

The Growth, Economic Development & Communities Cabinet Committee is asked to consider this report and recommend that the Cabinet Member for Economic Development advise the Ebbsfleet Development Corporation that:

- i) the County Council endorses the Ebbsfleet Implementation Framework as the EDC's statement of ambition for the Garden City, and
- ii) the County Council will work closely with the EDC to secure the necessary infrastructure to deliver well planned housing and economic growth for the benefit of the local community and the wider area.

1. Introduction

1.1 The Ebbsfleet Garden City was announced by the Chancellor of the Exchequer in his budget speech of 2014 along with the formation of a Development Corporation tasked with delivering up to 15,000 new homes at pace. The Ebbsfleet Development Corporation (EDC) was established by Statutory Instrument on 21 April 2015 and its planning powers were granted under a separate Statutory Instrument which came into force on 1 July 2015. As part of the Comprehensive Spending Review and Autumn Statement of 2015 the Government announced the allocation of £310m of capital funding for the EDC covering the 5-year period 2016/17 to 2020/21.

1.2 A presentation by Mr Paul Spooner, Interim Chief Executive of the EDC and Mr Simon Harrison, Head of Design was given to this Cabinet Committee at its meeting on 13 December 2016. The Cabinet Committee noted the presentation given.

2. Financial Implications

- 2.1 There are no direct financial implications to the County Council as a result of the EDC adopting this Implementation Framework.
- 2.2 The Framework will, however, be used by the EDC to support its discussions with developers and it provides the rationale for the EDC's programme of infrastructure investment.
- 2.3 Indirectly the Framework will have implications for the County Council in terms of the delivery of highways and transport improvements where the County Council is either delivering schemes on behalf of the EDC or working in partnership with them to bring schemes forward or in securing further investment. There are also implications for the County Council where it is working with the EDC in relation to land holdings that the County Council has within the EDC area.

3. Policy Framework

- 3.1 The EDC's statement of ambition for the Ebbsfleet Garden City is in line with the County Council's Strategic Statement by aiming to provide: -
 - well planned housing growth with a choice of high quality and accessible services;
 - an uplift to existing communities tackling deprivation through the creation of new jobs, skills development and reducing unemployment; and
 - critical infrastructure that will create the conditions for economic growth.
- 3.2 By continuing to work closely with the EDC the County Council will fulfil a number of the fundamental approaches it has set out in Bold Steps for Kent in particular:
 - featuring prominently in KCC's Commissioning Plan for Education which is supported by on-going discussions with the EDC, local authorities and developers to deliver new primary and secondary school places in Dartford and Gravesham;
 - identifying the transport infrastructure needed to support development, funding opportunities and working in partnership to deliver specific schemes;
 - supporting the EDC with its Healthy New Towns initiative; and
 - linking housing growth with the infrastructure delivery plans of the EDC.

4. Development of the Ebbsfleet Implementation Framework

- 4.1 Prior to the formation of the EDC the Department for Communities & Local Government commissioned consultants to provide a baseline report of key data and information relating to the proposed area for the EDC. This report was published in June 2015. This was then taken forward by the EDC resulting in an Opportunities & Constraints Mapping report, giving an in-depth understanding of the strategic development sites within the Garden City, and a Vision & Scenario Development report that began to define the potential delivery scenarios.

4.2 A Spatial Framework for the Garden City was developed by the EDC through the early part of 2016 resulting in a Draft Implementation Framework being published for public presentation in October 2016. Throughout the process the EDC has engaged with local authorities, key stakeholders, developers and local community organisations. The final version of the Ebbsfleet Implementation Framework was approved by the EDC Board in November 2016.

5. Status of the Ebbsfleet Implementation Framework

5.1 The EDC does not have plan-making powers and cannot produce its own development plan (or supplementary planning documents). Moreover, the requirement in primary legislation for the development plan to be the starting point in determining planning applications applies in Ebbsfleet. In determining planning applications the EDC must, therefore, work within the existing planning policy framework as set out in Dartford's Core Strategy (adopted September 2011); Gravesham's Local Plan (adopted September 2014) and KCC's Minerals & Waste Local Plan (adopted 14 July 2016) along with any supplementary planning documents adopted by the local authorities under these plans.

5.2 There are no current plans for either Dartford or Gravesham Borough Councils to adopt the Implementation Framework as a supplementary planning document. It should also be noted that the Implementation Framework has not been subject to the formal public consultation and reporting that is a requirement for adoption of supplementary planning documents. The EDC has confirmed that the Implementation Framework is not intended to be a supplementary planning document but instead is a statement of ambition.

5.3 The EDC seeks the endorsement of the Ebbsfleet Implementation Framework by the local authorities covering the Garden City.

5.4 Both Dartford and Gravesham Borough Council Cabinets considered the Implementation Framework on the 26 and 30 January 2017 respectively. **The reports presented to each Cabinet are shown in Annex A and B to the background document.**

5.5 Dartford BC Cabinet resolved that the EDC be advised:

- i.) that Dartford Council gives its support to the Ebbsfleet Implementation Framework dated November 2016 for providing clarity with regard to the integrated master planning of the whole of the EDC area;
- ii.) that the Council endorses the Ebbsfleet Implementation Framework as guidance for pre-application discussions with developers and a material consideration in determining planning applications but with primacy given to Dartford's Local Plan and Supplementary Planning Documents where there is a conflict between the documents and as a basis for the comprehensive identification of policy requirements;
- iii.) that the Council considers there are some specific areas of non-compliance between the Ebbsfleet Implementation Framework and the Council's policy framework (identified in Table 1 and paragraph 3.16 of the report) but will seek to assist the EDC in resolving these issues when proposals come forward; and

- iv.) the endorsement of the Ebbsfleet Implementation Framework does not imply acceptability of some of the proposals or information shown outside the EDC area.

5.6 Gravesham BC's Cabinet resolved:

“that Cabinet endorses the Implementation Framework as the Ebbsfleet Development Corporation’s statement of ambition.”

The matter was further considered by Gravesham BC's Overview Scrutiny Committee on 9 February 2017 which resolved that the Cabinet's endorsement was noted and proposed the setting up of an EDC Member Liaison Group.

6. Key Elements of the Ebbsfleet Implementation Framework

6.1 The Ebbsfleet Implementation Framework comprises four main sections.

Section 1 provides a succinct update on the project history, the role of the Implementation Framework and the role of the Ebbsfleet Development Corporation in facilitating it.

Section 2 provides a broad definition of how Ebbsfleet aims to be a 21st Century Garden City and provides the framework for defining and evaluating performance against this vision.

Section 3 outlines the structuring principles for the planning and design of Ebbsfleet.

Section 4 outlines the approach to the structuring of four Strategic Development Areas (Ebbsfleet Central; Eastern Quarry & Ebbsfleet Green; Northfleet Riverside and Swanscombe Peninsula).

6.2 Further details of the Ebbsfleet Implementation Framework are summarised in **Appendix 1** to this report.

7. Further Issues for Consideration

7.1 The majority of the land within the EDC's area is in private ownership and has existing planning consents some of which were granted prior to the formation of the EDC. In the case of the Eastern Quarry and Ebbsfleet development sites, building also commenced prior to the formation of the EDC. The EDC, therefore, has little control over the land and any potential changes to the consented development would be complex.

7.2 An application to vary a number of Conditions to the Ebbsfleet planning consent, which also resulted in a Deed of Variation to the Ebbsfleet s106 Agreement, was granted in February 2016 and effectively separated the Springhead Park quarter from the rest of the Ebbsfleet development. The original consent for Ebbsfleet was granted in November 2002 and outside Springhead Park no other development has taken place.

7.3 In relation to the EDC's statement of ambition for the four Strategic Areas identified in the Implementation Framework (shown in Appendix 1) there are the following specific issues:

Ebbsfleet Central – Achievement of the EDC's statement of ambition requires the relocation of the existing surface car parking (5,500 spaces) for Ebbsfleet Station with an allowance to expand to 9,000 spaces. This process, known as Lift & Shift, will have a considerable impact on

development either through the provision of multi-storey car parks or undercroft parking. The planned development between Ebbsfleet and Northfleet stations and around Blue Lake could also have implications for the widening of the A226 Thames Way to dual-carriageway. The scale, density and mix of development (particularly the Central Commercial Area around Ebbsfleet station) are likely to require an application under section 73 of the Town & Country Planning Act 1990 which allows permission to be obtained which does not comply with conditions imposed on a previous planning consent. Such an application is also likely to result in a further Deed of Variation to the Ebbsfleet s106 Agreement.

Eastern Quarry & Ebbsfleet Green – There are concerns regarding the proposed mixed-use area at the western end of Eastern Quarry. Its proximity to Bluewater could lead to pressure for complementary retail development, outside the scope of the existing consent, and potentially causing access issues at the Hedge Place roundabout. The changes to the land use disposition (i.e. the location, scale, density and mix of development) are also likely to require a section 73 application to change the existing Eastern Quarry consent which would also result in a further Deed of Variation to the s106 Agreement.

Northfleet Riverside – Highway access via Grove Road to the west and Crete Hall Road to the east is constrained with the potential for conflicts between general traffic and the Fastrack route through the Northfleet embankment sites. There are mineral importation wharves within the area which are specifically safeguarded in the recently adopted KCC Minerals & Waste Local Plan 2013-30 in accordance with Policy CSW6. Any new development that either directly affects these wharves resulting in their loss, or are proposed within 250m of them that would jeopardise the continued viable operation of these wharves, would have potentially severe implications for the future security of the supply of imported minerals (aggregates). Reductions in wharf capacity could result in increased use of other, less sustainable, modes of transportation to bring the required quantity of materials into Kent. This may well result in significant increased nett lorry movements around the County for the same quantity of minerals used by the construction industry engaged in maintaining Kent's infrastructure and for development as Kent's population expands.

Swanscombe Peninsula – There is a strong reliance on the proposed London Paramount Entertainment Resort even though an application for this development has yet to be submitted.

Strategic Transport – There is a strong emphasis within the Implementation Framework on the wider connectivity of the Garden City through its rail connections and location adjacent to the strategic highway network. Whilst there is strong support for the expansion and upgrading of Fastrack, to provide a high quality public transport for local journeys, the EDC also strongly supports the improvement of the A2 Bean and Ebbsfleet junctions and the extension of Crossrail. The EDC has set up a Multi-Agency Strategic Transport Group and is involved with C2G (Crossrail to Gravesend) Group which will be submitting a Strategic Outline Business Case for Crossrail to HM Treasury for the Autumn 2017 Budget Statement. Crossrail has also been submitted for inclusion in Lord Heseltine's Thames Estuary 2050 Commission report.

8. Conclusions

- 8.1 There is merit in the Implementation Framework as a statement of ambition for the overall development of the Ebbsfleet Garden City bringing together a diverse range of existing planning consents and area master plans into a single integrated document.
- 8.2 As the EDC is not a plan-making authority and there is no intention to adopt the Implementation Framework as a supplementary planning document its status for the determination of planning applications remains vague. Whilst the Framework can be considered as a material consideration primacy must be given to the planning policy framework established by the local authorities for the area through their adopted development plans. Where the Framework conflicts with these it would have little weight.
- 8.3 The EDC intends to use the Implementation Framework to inform, shape and support its delivery work. The Implementation Framework underpins the EDC's Corporate Plan and provides the rationale for its investment planning, programme management and place making activities. It is positioned as a statement of intent and ambition by the EDC and not a statutory plan.
- 8.4 Members and Officers will continue to engage and work closely with the EDC as they pursue their statement of ambition as set out in the Implementation Framework.

9. Next Steps

- Completion of a s106 Agreement associated with planning consent granted for mixed-use development at Northfleet Embankment West that will secure amongst other facilities land for the creation of new school playing fields and a contribution that would allow the expansion of Lawn primary school.
- Responding to separate planning applications for commercial and housing development at Northfleet Embankment East to ensure that the necessary infrastructure is provided to support development including the land and contributions for a new primary school that would allow the relocation of Rosherville PS.
- Continue to work with the EDC and other partners on the submission of the Strategic Outline Business Case for the extension of Crossrail.
- Continue to work with the EDC on the delivery of Springhead Bridge, the upgrade of Fastrack and the "Green Corridors Programme", providing improvements to pedestrian and cycle routes in the Garden City, funded through the EDC's capital programme.
- Continued collaboration with the EDC and other health sector partners on the Healthy New Towns programme.
- Engage and work closely with the EDC and developers on the proposed changes to the Ebbsfleet and Eastern Quarry planning consents and any variations needed to the s106 Agreements.
- Continue to work with the Education Funding Authority, the EDC and the developer on the delivery of a new primary Free School at Springhead Park opening in September 2018.

10. Recommendations

The Growth Economic Development & Communities Cabinet Committee is asked to consider this report and recommend that the Cabinet Member for Economic Development advise the Ebbsfleet Development Corporation that:

- i) the County Council endorses the Ebbsfleet Implementation Framework as the EDC's statement of ambition for the Garden City, and
- ii) the County Council will work closely with the EDC to secure the necessary infrastructure to deliver well planned housing and economic growth for the benefit of the local community and the wider area.

Appendices

Appendix 1 Summary of Ebbsfleet Implementation Framework

Background Documents

- Minute 193 of Growth, Economic Development & Communities Cabinet Committee - 13th December 2016:
<https://democracy.kent.gov.uk/ieListDocuments.aspx?CId=833&MId=6118&Ver=4>
- **Annex A** - Report to Dartford Borough Council Cabinet, 26th January 2017
<https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5052&ID=5052&RPID=12721592>
- **Annex B** - Report to Gravesham Borough Council Cabinet, 30th January 2017
<https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5053&ID=5053&RPID=12721661>

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Summary of Ebbsfleet Implementation Framework

The Ebbsfleet Implementation Framework comprises the following four sections.

Section 1

Provides a succinct update on the project history, the role of the Implementation Framework and the role of the Ebbsfleet Development Corporation in facilitating it.

The EDC is developing 6 Ways of Working – **Leadership, Engaging, Innovation, Collaboration, Learning, Legacy** – and has set the following delivery tasks: -

Ensuring that growth is locally led.	Development needs to benefit existing residents and communities. If existing planning permissions are re-opened by the developer or landowner, the opportunity will be taken to negotiate an improvement in local impact. Every opportunity will be taken to co-develop community facilities, parks and public spaces with the local community and appropriate stakeholders.
Working with existing consents and current development	A number of landowners and development partners have well advanced plans for housing delivery across Ebbsfleet, many of which have extant planning permissions. Construction has already started in some cases. The EDC will need to work with the developers and landowners to raise standards and increase the pace of construction and ensure that potential development capacity is not wasted.
Ensuring additional outlets for a variety of house types	At present, despite multiple sites, the overall quantum of development permitted is high but completions and delivery are low. Less than 100 homes were delivered during 2015. The task for the EDC is to encourage faster delivery through an increase in the number of development fronts and housing developers and to encourage a widening choice of housing types and tenures.
Increasing the quantum of development	A key objective of the EDC is to optimise the development ambition of all land uses including new housing, employment and social infrastructure. At present there is consent for 10,694 homes within the EDC area with scope for more homes currently without planning permission. The challenge is to increase this quantum through additional sites and delivering high quality, relatively high density neighbourhoods at appropriate locations.
Unlocking infrastructure constraints	A significant barrier to delivery to date has been infrastructure. At present the sites are constrained by the capacity of the transport and utility networks. The EDC must use public money wisely to ensure that development can be unlocked, through the forward funding of critical infrastructure such as utilities and innovative public transport solutions and driving a smart approach to infrastructure provision and management.
London Theme Resort	The proposed Resort is intended to bring significant international investment and create new jobs. Its location on the Swanscombe Peninsula will need to be carefully planned to ensure effective access and connectivity. It is being promoted as a Nationally Significant Infrastructure Project (NSIP). The EDC (as consultee and Ebbsfleet's regeneration agency) is active in helping the developer bring forward the project in a way that will assist the wider locality.
Supporting existing communities, jobs and town centres	The area is characterised by a diverse population with and range of employment activities and two town centres at Gravesend and Dartford together with the regional shopping centre at Bluewater. These existing conditions need to be considered in terms of linkages and synergies. New development at Ebbsfleet should seek to support rather than compete or undermine the existing centres, communities and employment functions.
Creating a fully sustainable community, not a commuter suburb	An effective plan for Ebbsfleet must ensure that its excellent communication links are used to bring jobs and economic growth into the area, that builds upon the proximity of the London market to establish complimentary employment opportunities rather than the area simply becoming a commuter hub serving London. The scope exists to create a centre of excellence and leisure destination for major complimentary economic growth.
Integrating the natural and built environments	Ebbsfleet has a unique natural and man-made landscape setting which present special opportunities for creating a very distinctive development. They also present some constraints which need to be fully understood and accommodated. Appropriate mitigation will be delivered to support the protection of the Special protection Areas (SPA's) and the internationally recognised protected wetlands (Ramsar sites) within the wider North Kent area.

Summary of Ebbsfleet Implementation Framework

Ensuring a deliverable strategy	Delivering a high quality development at the micro, macro and strategic level, with all the necessary enabling and supporting infrastructure is essential. As much of the land is under private control and there is uncertainty over the London Theme Resort scheme a robust delivery strategy must be developed. This must have short term ambitions to meet the growing need for quicker housing delivery but ensure a long term vision to support the creation of a sustainable and attractive space.
Integrating with the surrounding area.	Ebbsfleet must always be considered within the context of the existing surrounding communities and centres. A successful future outcome will be borne out of overcoming the challenges of current severance. Integration in terms of accessibility and transport, infrastructure and services, green infrastructure, ecological and hydrological corridors are all vital components to a coherent future destination.

Section2

Provides a broad definition of how Ebbsfleet aims to be a 21st Century Garden City and provides the framework for defining and evaluating performance against this vision. The EDC's primary role is to deliver the Ebbsfleet Garden City at pace, to a high quality and to maximise development potential. The Implementation Framework defines the long-term ambition for Ebbsfleet as:

Ebbsfleet in 2035.

Where London meets the Garden of England, on the banks of the River Thames, Ebbsfleet exploits its strategic location to continue the tradition of great place-making in the UK; combining the best of urban and rural living and building on the ethos and pioneering spirit of Georgian, Victorian and Edwardian planned communities to deliver a new benchmark for 21st century development including up to 15,000 high quality new homes.

Ebbsfleet is recognised as a place to do business, capitalising on its role as a European high speed rail hub 17 minutes from Central London and two hours from Paris, and benefiting from its proximity to Bluewater and junctions with the M25 motorway and the A2. Up to 30,000 people will work in a green, modern environment around the International Station, which is becoming a magnet for economic growth and a destination of choice for investment and innovation.

Building on the unique landscapes inherited from its industrial legacy where gorges, bridges, tunnels and clefts connect former chalk quarries, Ebbsfleet promotes its identity as a healthy and dynamic place which is seen as a prime destination for recreation and leisure in Kent.

Ebbsfleet embraces its neighbouring communities and towns to create a new civic community connected by modern public transport systems, offering a diverse range of opportunities to live, work and play for people of all ages, backgrounds and incomes. The delivery of well-designed and well-served neighbourhoods, workplaces, schools and town centres ensures that residents enjoy a high quality of life, with easy access to everything they need for healthy and successful lives.

The EDC has set out what it is seeking to achieve through a number of Objectives set out under six Delivery Themes that define the over-arching priorities as follows:

Summary of Ebbsfleet Implementation Framework

Delivery Theme	Objectives
Quality Homes & Neighbourhoods	1. Promote the delivery of high performing, high quality homes and buildings.
	2. Ensure that the design of new neighbourhoods follows good urban design principles to deliver attractive, safe and efficient layouts that contribute positively towards an appropriate character for Ebbsfleet.
	3. Promote the delivery of a wide range of homes and tenures for all life stages that meet social aspirations including the affordable housing requirements as set out in the planning policies of Dartford and Gravesham Borough Councils.
Enterprising Economy	4. Facilitate the establishment and growth of new and existing businesses providing a mix of sustainable jobs accessible to local people that puts Ebbsfleet on the map as a successful business location.
	5. Maximising locational strength and connectivity to establish a dynamic, vibrant and entrepreneurial commercial centre to provide a regional office hub at Ebbsfleet International to support a targeted inward investment strategy.
Connected People & Places	6. Create and improve safe, integrated and accessible transport systems with walking, cycling and public transport systems designed to be the most attractive form of local transport.
	7. Promote legible networks across Ebbsfleet, from the River Thames to the green belt and from Dartford to Gravesend, in order to help people to connect with each other and between the new and existing communities.
Healthy Environments	8. Build on Ebbsfleet's designation as a "Healthy New Town" to promote healthier lifestyles and to facilitate the delivery of innovative, effective and efficient health services across Ebbsfleet.
	9. Exploit the best of Ebbsfleet's blue and green natural assets to open up the landscape and public realm which will encourage active lifestyles and help to establish Ebbsfleet as a premier destination for recreation and leisure in Kent.
	10. Celebrate Ebbsfleet's cliffs, lakes, waterways, industrial heritage and archaeological assets to create a unique environment which enhances ecological and biodiversity value and creates a stimulating environment which supports positive mental health.
A Civic Community	11. Optimise the quality of life for local people through the provision of accessible social infrastructure (cultural, education, recreational and local shopping facilities) within healthy, well-connected neighbourhoods which are open and accessible to everyone.
	12. Protect, reflect and celebrate the rich heritage of Ebbsfleet's communities through the design of the public spaces, buildings and cultural life to enhance Ebbsfleet as a distinctive place to live where new and existing communities live in harmony and are encouraged to contribute to civic life.
Resilient & Sustainable Systems	13. Identify innovative approaches and new and emerging technology to reduce carbon and to improve the efficiency of urban systems.
	14. Ensure homes and infrastructure is future-proofed to be responsive to everybody's individual and collective needs now and into the future.
	15. Develop a "Garden Grid" to enhance the sustainability and resilience of Ebbsfleet by improving air quality and management of the urban water cycle.

Section 3

Sets out the structuring principles for development at Ebbsfleet. The Implementation Framework demonstrating that by joining up development sites through a series of shared principles a more integrated and sustainable 21st

Summary of Ebbsfleet Implementation Framework

century Garden City could be created. The Implementation Framework sets out the following six structuring principles:

<p>Celebrate and reflect Ebbsfleet's landscape, people and cultural heritage</p>	<p>Unifying development by harnessing Ebbsfleet's unique and hidden landscape and topography to create a distinctive place and identity that is integrated into its existing environment.</p> <ul style="list-style-type: none"> - Natural assets such as the extensive riverside, cliffs, lakes and topography will be celebrated to create a unique environment. - All aspects of existing ecological value across Ebbsfleet will be conserved and enhanced to maximise the ecological and bio-diversity value of the area. - Ebbsfleet's man-made landscape assets will also be celebrated for their cultural heritage value. - Development will be orientated to maximise short and long distance views and access to the North Kent countryside and Thames waterfront. - "Hidden" rivers will be re-established and used to create public routes to connect to the river Thames.
<p>Bringing in the 'green' and the 'blue'.</p>	<p>Bringing the green into development to create a continuous network, enhancing value, amenity, health and environmental conditions.</p> <ul style="list-style-type: none"> - The environment will be shaped by following "Water Sensitive Urban Design" (WSUD) principles integrating urban water cycle management into public realm through high quality design and planning. - Development and infrastructure will respect flood risk zones and be planned to the highest possible resilience to promote a sustainable and long term response to climate change. - Across Ebbsfleet there will be generous provision of formal recreation space through new parks and areas of amenity to create active and diverse environments in new residential and employment areas. - Development will be framed by an integrated blue and green grid that will serve multi-functional purposes to ensure that the environment is accessible, integrated and a defining feature of the urban context. - An early and comprehensive tree planting strategy will be an intrinsic element of all new development. - Across Ebbsfleet opportunities will be promoted for growing food locally in allotments or communal gardens. - Walking routes into the nearby Green Belt countryside will be improved where possible.
<p>Building on connections.</p>	<p>Making the most of investment in public transport infrastructure including HS1 and Fastrack and ensuring an integrated and accessible transport system designed to connect new and existing communities.</p> <ul style="list-style-type: none"> - The development of Fastrack as a highly accessible public transport route that links existing and new communities and provides a focus for all development and its density. - Ebbsfleet International station will transform into an urban transport hub with improved interchange to local transport, walking/cycling routes and Northfleet station. - Development will maximise walking and cycling to support healthy living and focus points of convergence at local centres. - Movement networks will be focused to maximise the unique opportunities of the area and seek to re-open historic underpasses, tunnels and bridges. - Streets will be characterised by a hierarchy and designed to have an important role in changing travel habits and reducing the need to travel by car. Streets will be designed to allow for greater shared space to accommodate walking and cycling. - Development will directly respond to the challenges of the existing topography and establish new vertical connections to negotiate level changes to improve pedestrian and cycle links between existing and new communities. - Opportunity to capitalise on Ebbsfleet's strategic location on the Thames through creating and enhancing river connections.

Summary of Ebbsfleet Implementation Framework

Focus around centres	<p>Creating hubs of activity and a commercial centre within Ebbsfleet Central to ensure that existing and new communities are well served by jobs and services.</p> <ul style="list-style-type: none"> - The Ebbsfleet Central commercial core will function as a regional employment centre that responds to the macroeconomic region of Europe and London as well as creating synergies for existing and new local businesses complementing Dartford and Gravesend town centres. - Local centres will be located at points of high accessibility to facilitate the creation of walkable neighbourhoods. - Centres should support economic clustering that supports a full spectrum of business space. Each development will demonstrate how it supports the wider Ebbsfleet economic strategy. - Local centres will be designed with flexibility and respond to local needs. They will offer a wide range of social infrastructure and commercial services to serve the local community. - Co-location and flexibility will be an intrinsic aspect of the planning and design of social infrastructure. - Development will promote efficient maintenance to reduce onward running costs of major new development.
Efficient neighbourhood design	<p>Making the most of land available for development allows more space for green infrastructure and public amenities and ensures better serviced communities and a more attractive place to live.</p> <ul style="list-style-type: none"> - Larger and greener development blocks with homes facing outwards to the streets and enclosing areas of green space. Hard surfacing should be minimised throughout the urban area. - A layout which is planned and well-ordered but which also includes informal elements, public, private and communal spaces. - Front garden areas that are planned and defined by soft boundary treatments as well as back gardens or shared communal space. - Provision of diverse housing tenure that meets local needs and establishes socially balanced mixed communities. - Promotion of a range of delivery models that encourage diversity and variation in the built form. - The highest standards of urban design and architecture will be promoted to enable neighbourhoods and buildings that respond to their built and natural context.
Integrated utilities and services	<p>An integrated and sustainable utilities network ensuring homes and centres can develop quickly.</p> <ul style="list-style-type: none"> - Intelligent utility networks with the opportunity for locally decentralised networks will be promoted. - Development will pursue approaches to minimising reliance on and investment required for strategic infrastructure. - Surface water will be managed within the public realm using a variety of Sustainable Urban Drainage Systems (SUDS) techniques. - Development should promote the potential for renewable technologies. - Development should promote on-site treatment of waste including composting and recovery.

Headline Figures: 12,842 new homes
27,993 resultant population
13FE (“forms of entry”) primary school provision (2,730 places)
8FE secondary school provision with the potential for a further 6FE (2,100 places)
82 hectares of employment and commercial land
564,480m² of commercial floorspace
70,310m² of retail floorspace
up to 32,000 jobs

Summary of Ebbsfleet Implementation Framework

Section 4

Four distinct areas have been established to promote and co-ordinate development across the Ebbsfleet area. These are: -

Ebbsfleet Central

The heart of Ebbsfleet running along the Ebbsfleet river valley with Ebbsfleet International Station at its core. This area comprises the Station Quarters North and South, Northfleet Rise and Springhead Quarter as defined within the Ebbsfleet planning consent promoted by EIGP. The Implementation Framework seeks to establish a vibrant and dynamic centre and a major commercial hub supported by a diverse mix of residential, educational and leisure uses with associated bars, restaurants and convenience shopping to create an active and lively street scene.

Eastern Quarry & Ebbsfleet Green

A series of four urban villages to the west of Ebbsfleet Central, Eastern Quarry and Ebbsfleet Green provide residential focused development around local centres. All four villages will be linked by Fastrack to provide a fast and frequent service to Ebbsfleet Central, Bluewater, Dartford and Gravesend. This area includes development consented under the Ebbsfleet Green and Eastern Quarry planning permissions.

Northfleet Riverside

Ebbsfleet's adjacency to the banks of the Thames affords the opportunity for a number of exciting new waterside residential neighbourhoods to be developed along the embankment within the historic settlement of Northfleet. These areas will include residential and employment uses on former industrial land within the Northfleet Embankment East and West sites with a focus on opening up continuous public access to the Thames and reconnecting with Gravesend to the east and Swanscombe Peninsula and Dartford to the west.

Swanscombe Peninsula

This dramatic sweep of land to the north of Swanscombe lies between Ingress Park and Northfleet and is the site being considered for the emerging London international theme resort.

For each of these areas the Implementation Framework provides a description of the site, the existing planning policy, the existing development proposals and the opportunities and constraints.

A plan of the vision/ambition for each area is set out together with area guidelines which have been replicated below. With the exception of Swanscombe Peninsula additional information is provided for: -

- Access & Movement
- Centres & Community Facilities
- Open Space & Landscape

For Eastern Quarry & Ebbsfleet Green there is additional information regarding urban form. An overview of the London Entertainment Resort is provided in the section on Swanscombe Peninsula whilst the access road to the resort is identified as an issue for further consideration in the section on Ebbsfleet Central.

Summary of Ebbsfleet Implementation Framework

Priority Interventions

The Implementation Framework identifies a number of priority interventions that are expected to catalyse the transformation of the area. These are primarily within the Ebbsfleet Central area and Eastern Quarry and include:

- Co-develop the initial phases of the parking re-structuring to create development platforms in Northfleet Rise and Station Quarter North and South (“Lift & Shift”)
- Deliver Springhead Bridge to improve eastern connectivity.
- Scope the first phase of the utility corridors/utility hub.
- Deliver enhancements to key pedestrian/cycle connections as part of the Northfleet Station development.
- Develop planning for Central Park on the landfill site.
- Investigate the opportunity for creating development platforms adjacent to Blue Lake through the re-alignment of the A226 Thames Way.
- Investigate approach to providing public access and managing health and safety issues around Blue Lake.
- Create platforms for Starter Homes and Private Rented Sector as part of the mixed-use development at Ebbsfleet Central.
- Provision of Fastrack corridor.
- Potential for leisure and recreation as well as education, civic or cultural buildings on Blue Lake.
- Potential interchange to accommodate London Entertainment Resort arrivals and departures at Ebbsfleet International station.
- Upgrade Swanscombe station to improve access and increase capacity.
- Continue to support the delivery of the Fastrack route through Eastern Quarry.
- Work collaboratively with landowners and developers to agree a shared approach to master planning and design principles for buildings and public spaces.
- Highway improvements.

Summary of Ebbsfleet Implementation Framework

EDC's Vision for Ebbsfleet Central



The EDC's ambition for Ebbsfleet Central is: -

- To create an urban heart for Ebbsfleet that is complimentary to the offer provided at Dartford and Gravesend town centres and Bluewater.
- To create a commercial core by attracting a diverse range of employment opportunities, maximising the Enterprise Zone status. Flexibility will be retained to encourage inward investment including the targeting of meditech, bio-sciences and the tech sectors.
- The provision of city-wide social infrastructure including health facilities, a potential secondary school and higher education.
- A transport hub will be developed connecting Ebbsfleet International and Northfleet stations providing interchange with Fastrack and the local bus network as well as the potential requirement to accommodate London Entertainment Resort visitors.
- Pedestrian and cycle linkages will be improved from surrounding communities, in particular Swanscombe and Northfleet. Improved cycle facilities will be encouraged as part of the transport hub.
- High density, mixed-use, urban development providing a range of jobs, homes, community and cultural facilities.
- Major new parks will be developed around "Ebbsfleet Central Park" on the former Bakers Pit, along the Ebbsfleet River and around Blue Lake.
- High density residential development will be promoted in Station Quarter North and South which may introduce Starter Homes and Private Rented Sector (PRS) not within the current planning consent.
- Provision of utilities infrastructure including a proposed "utility hub" and consideration of potential centralised heating, cooling and energy networks.
- To ensure consistent public realm and building interface with the wider Ebbsfleet area to encourage a consistent sense of place and orientation to the surrounding area.
- To improve connectivity into and through the area, including the provision of Springhead Bridge, bringing the "Ebbsfleet Plaza" bridge into use and considering further pedestrian and cycle connections to overcome the severance created by rail, river and topography.
- To facilitate the re-provision of 5,500 spaces for Ebbsfleet International (and provide for up to 9,000 in total) through architectural solutions including multi-storey and under-croft parking that are concealed within the urban realm.
- To consider the potential for additional development platforms through re-positioning of Thames Way facing onto the Blue Lake and Northfleet Waste Water Treatment Works.
- Provision of local centres to serve the new communities in Station Quarter North and South, and Northfleet Rise served by the Fastrack network and connected to the Commercial Core/Transport Hub by high quality walking and cycling routes.

Summary of Ebbsfleet Implementation Framework

EDC's Vision for Eastern Quarry & Ebbsfleet Green



The EDC's ambition for the planned villages of Castle Hill, Western Cross, Alkerden and Ebbsfleet Green is:

Quality Homes & Neighbourhoods

- Maximise existing consents to deliver a combined total of up to 7,200 homes across the strategic development area.
- Provide a diversity of housing types and tenures.
- Use the landscape to define scale, layout and distinctive identities for each of the four villages.
- To work with development partners to ensure development that is land efficient and to maximise the number of new homes delivered within the existing consents.
- Develop block structures, street layouts and building typologies that use the topography, accommodate parking efficiently and promote active, attractive and safe streets and public spaces.

Healthy Environments

- Work with the existing topographical, water, ecological and landscape features to create a unique and high value place to live and invest.
- Integrate within the city-wide Green Grid to establish a connected network of landscapes and open spaces.
- Utilise water sensitive design approaches appropriate to the quarry location.
- Ensure high quality landscape and open spaces that provide a healthy environment for local residents.

Civic Community

- Establish four local centres, in accordance with the planning consents, providing the day-to-day needs of local residents within walking distance of homes. To include a primary school, local retail, healthcare and other community facilities.
- To provide a new Secondary School and education campus.

Connected People & Places

- To provide high levels of accessibility to public transport routes with a dedicated public transport spine linking Ebbsfleet International to Bluewater, preferably via existing tunnels.
- To ensure clear connections between individual development sites with clarity and consistency of place rather than a series of distinct housing areas.
- Establish a network of safe and attractive walking and cycling routes that link neighbourhoods with local centres, Bluewater, Swanscombe and Ebbsfleet Central.

Summary of Ebbsfleet Implementation Framework

EDC's Vision for Northfleet Riverside



The EDC's ambition for Northfleet Riverside is:

- To retain where possible existing employment and develop new employment activities within the identified enterprise zone.
- To make the most of existing economic assets including deep-water wharves and rail heads, Red Lion Wharf and the Sun Inn.
- To open up public access to the waterfront where possible and provide enhanced public realm.
- To use Northfleet Harbour (Robins Creek) as a focus for activity and regeneration in Northfleet Embankment West.
- Protect and conserve Aspdins Beehive Kiln (a Scheduled Ancient Monument) thought to be the oldest Portland cement kiln in the world.
- To make the most of the heritage in Northfleet Embankment East with references to the Rosherville Pleasure Gardens, the link to Landsdowne Square Conservation Area and bringing buildings such as the Henley Works office and the old Sun Inn pub into complimentary uses.
- To develop around 532 homes within Northfleet Embankment West and around 700 homes at Northfleet Embankment East making the most of the views across the Thames.
- To provide new primary school provision at Northfleet Embankment East and expand provision at the Lawn Primary School.
- To provide waterfront activities including retail, food and beverage and associated cultural activities.
- To improve connections between existing communities and the waterfront through Fastrack access, improved public realm, wayfinding and routes including measures to overcome topographic barriers.
- Consider opportunities for additional housing on smaller under-used sites and invest in improvements to the existing area.

Summary of Ebbsfleet Implementation Framework

EDC's Vision for Swanscombe Peninsula



In responding to development proposals for Swanscombe Peninsula the EDC will seek to ensure:

- That existing ecological assets are retained where possible and sufficient ecological mitigation is made either within the Peninsula or off site in liaison with Natural England and the Environment Agency.
- That flood risk is fully taken into account and the risk of flooding in other locations is not exacerbated by proposals.
- Full public access is retained to the Thames waterfront with enhanced recreational walking and cycling facilities.
- The capacity and resilience of the A226 and the associated local road network is considered together with the provision of dedicated Fastrack routes.
- Pedestrian and cycle connections are made into the scheme from the surrounding communities enhancing access to jobs and public facing amenities provided by the London Entertainment Resort.
- That existing employment is retained if appropriate or relocated to other locations in Dartford and Gravesham where possible.
- That noise, air quality and other impacts generated by the London Entertainment Resort are minimised on surrounding residential areas.

Existing habitats within the Swanscombe Peninsula requiring protection / enhancement include Black Duck Marsh, Broadness Salt Marsh and Botany Marsh with habitats covering:

- Species rich grasslands
- Reedbeds
- Mudflats
- Salt marsh
- Open mosaic habitats
- Woodland/scrub
- Standing water
- Coarse grassland with ruderal and scrub vegetation

London Entertainment Resort Overview

The London Entertainment Resort is conceived as a nationally significant visitor attraction and leisure resort to be located on approximately 545 hectares of predominantly brown field land. The project would serve diverse and growing markets for leisure and holidays, conference, entertainment and the creative arts and could be a major focus for investment and regeneration in the area. Immediate accessibility to national and international rail services at Ebbsfleet International station and to water-borne transport via the Thames to central London could enable the resort to serve customers from throughout the UK, Europe and the rest of the world. An upgraded junction to the A2(T) could provide direct access by road with immediate connection to the M25 and M29 motorways.

The resort would include a theme park, events space for conferences and exhibitions, service buildings and staff training facilities. There would be up to 5,000 hotel rooms to meet visitor accommodation needs. The resort could directly employ around 13,000 people (with a further 14,000 employed indirectly) and visitor numbers are anticipated to be in the region of 15 million a year. A substantial area is required for back-of-house facilities, staff parking, utilities - wastewater treatment (including upgraded CKD run-off leachate system), electrical substation, waste management, maintenance, storage and distribution. Other potential elements of the resort include an energy centre to provide heat and power (Combine Heat and Power or CHP) as well as the creation of enhanced habitats.